Business Announcements

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CALLERY.—Dictionnaire Prosodique de la Langue Chinoise. Par J. M. Callery. Two volumes. 8vo. Macao, 1841. £3 3s.

CORTIUS.—Proeve voor Japansche Spraakkunst van Mr. J. H. Donker Curtius, Nederlandsche Commissaris in Japan, &c. Toegelicht door Dr. J. Hoffmann, uitgegeven op last van zyne Excellence den Minister van Kolonien. Large 8vo., pp. xvi. and 290. Leyden, 1857. £1 10s.

CHINESE Miscellany, consisting of original extracts from Chinese authors, in the native character; with Translations and Philological remarks. By Rob. Morrison. 4to, pp. 62, bound, calf. London, 1825. 18s.

CHINESE REPOSITORY.—Vol. XII., No. 9 11, 12; XIII. 8, 11; XV. 1, 5, 8; XVI. 1, 4, 6, 7; XVII. 1, 2, 4, 9, 11.

CHALMERS.—The Origin of the Chinese; an Attempt to Trace the connection of the Chinese with Western Nations in their Religion, Superstitions, Arts, Language, and Traditions. By John Chalmers, A.M., Foolscap 8vo, cloth, pp. 78. 2s. 6d.

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DU PONCEAU.—A Dissertation on the Nature and Character of the Chinese system of writing, etc. 8vo. pp. xxvii and 378, boards. Philadelphia, 1838. (2 copy.)

EDKINS.—A Grammar of the Chinese colloquial language, commonly called the Mandarin dialect. By Joseph Edkins, B.A., London, Foreign Associate of the Ethnographical Society of France, of the London Missionary Society, Peking. Second edition. Royal 8vo. pp. viii. and 290, sewed. Shanghai, 1864. £1 11s. 6d.

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HERNISZ.—A Guide to Conversation in the English and Chinese Language, for the use of Americans and Chinese in California and elsewhere. By Stanislas Hernisz. Square 8vo. pp. 274, sewed. 10s. 6d. The Chinese Characters contained in this work are from the collections of Chinese groups, engraved on steel, and cast into moveable types, by Mr. Marcellin Legrand, engraver to the Imperial Printing Office at Paris. They are used by most of the missions to China.

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JOURNAL of the Shanghai Literary and Scientific Society, No. 1, June, 1864. 8vo, Shanghai, 1864. (6 copies) each 2s.

JOURNAL of the North-China Branch of the Royal Asiatic Society, No. II. May, 1850. (10 copies) each 10s.

Ditto, ditto, New Series, No. 1, December, 1864, (7 copies) each 10s.

Ditto, ditto, New Series, No. II, December, 1865, (10 copies) each 10s.

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The Hong Kong Daily Press.

No. 3917 第七十一百九千三號 日六廿日五月 年千八百七十 HONGKONG, THURSDAY, 26TH MAY, 1870. 四拜禮 六廿日五英 港香 [PRICE $2] PER MONTH.

Arrivals.

May 25, ROLINA MARIE, Nod. bk., 517, Hoskuta, Newcastle (N.S.W.) 29th March, Coals, 5 Horses, and General Cargo for Ilcilo.—RUSSELL & Co.

May 25, ANNA & JOHANNA, Ned. bk., 527, Dallmann, Yokohama 5th May, Ballast.—SIEMSSEN & CO.

May 25, DEERHOUND, Brit. bk., 573, Carlin, Swatow 24th May, Ballast.—JARDINE, MATHESON & CO.

May 25, SALVADORE DE MANILA, Span. sh., 729, Domingo Ilois, Cardiff 16th Jan., 1,012 tons Coal.—RAMEDIOS & CO.

May 25, REBECCA, North Ger. bg., 265, Schopper, Swatow 23rd May, Ballast.—WM. PUSTAU & CO.

May 25, MIKADO, North Ger. bk., 340, Lumpfert, Swatow 22nd May, Ballast.—WM. PUSTAU & CO.

May 25, NILE, Brit. str., 1,081, Wright, FENALE, London via Suez Canal 19th March and Singapore 17th May, Genl. Cargo.—JOHN HOSIE & CO.

May 25, MOSES, North Ger. bk., 319, Lerch, Amoy 24th May, Ballast.—BOURIAU, HUBNER & CO.

May 25, PANAMA, North Ger. bk., 405, Nielsen, Yokohama 4th May, Ballast.—EDE, SCHIEMANN & CO.

May 26, STAR OF THE NORTH Brit. sh., 662, Hayle, R.N.R., Chefoo 8th May, Ballast.—BOURIAU, HUBNER & CO.

Departures.

May 25, DOUGLAS, str., for East Coast.
May 25, PHASE, str., for Shanghai.
May 25, LABOURDONNAIS, str., for Ytanna
May 25, CHUKIANG, str., for Canton.
May 25, CHINA, str., for Bombay, &c.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, MAY 26TH.

Sophie, for Siam.
Chowfa, for Yokohama.
Jane, for Saigon.
Bustariana Union, for Cagayan.

Passengers.

The following passengers proceeded by P. & O. Co.'s steamship *China*, to-day, at 9 a.m.

For Singapore.—Mr. A. C. Batten.
For Bombay.—Messrs. R. Peslonjee and Feanjee Bomjee.
For Melbourne.—Sr. James McDonald.
For Marseilles.—Messrs. A. J. Wilkin and J. Cass.
For Southampton.—Capt. Stanlopé, R.N., Capt. Trollope, Lieut. Hadding, Mr. C. Platt, Capt. and Mrs. Marton, Schildbach and servant, Capt. and Mrs. Appel, child and servant, Mr. J. E. Cooke.

SECOND CLASS.

For Singapore.—13 Europeans and 1 Chinese.
For Madras.—5 Natives and 1 infant.
For Southampton.—Messrs. Goodnore, Pitcher, Wood, Loy, Rodjers, Lobnitz, Captain Stanlopé's servant, Captain Trollope's servant, Mr. W. Howie, Mr. and Mrs. Bending.

Per *Nile*, str., from London, &c.—
Dr. Sherwin, Messrs. Fleming, Crawford, and 83 Chinese.
Per *Anna & Johanna*, from Yokohama,—
1 European.

Reports.

The British steamship *Nile* left Plymouth on the 22nd March, and the London entrance of the Suez canal on the 15th April, after having been on the ground three times by which seven days were lost, and one blade of the screw bent. Arrived in Singapore on the 13th, detained until the 17th. Southerly winds and smooth water until within 24 hours of the land.

The Span. ship *Salud-de Manilla*, from Cardiff, reports fine weather; crossed the Equator on the 18 Feb., in long. 12.19 W.; passed the meridian of the Cape of Good Hope on 22nd March, in lat. 36 26 S.; made St. Paul's Island 7th April, Christmas Island on 26th, and Java Head on 4th May. Passed Anjer on same day, and come to Straits of Gaspar on 8th May. Up China Sea fine weather and steady Southerly breeze till arrival in port, on 23rd May, 126 days out. On 11th May, in lat. 33 S., long. 6.48 E., the Captain, (Juan C. Urrutia) died of consumption.

The Ned. bark *Anna & Johanna* reports having left Yokohama bad weather, with wind in lat. 23 N., long. 124 E., then strong S.W. winds, with heavy sea through the Balingtang Channel, and cross the China Sea. On the 24th, off Bronker's Point, got the wind from N.E. On May 18th, spoke the British bark *Velocity*, in lat. 23 N., long 124 ½; on the 20th, the N.G. bark *Panama*, off Balingtang Islands, from Yokohama to Saigon.

The N.G. bark *Roline Marie* reports leaving Newcastle with the wind from the eastward, passed West of Caledonia, long time beaten to the southward of the Solomon Archipelago; passed Stewart Island April 18th, commencing with the friendly natives, who brought off fruit, fowls and shells; crossed the Equator April 25th, in long. 157.30 E., had moderate, light, and unsteady trade; sighted Ascension or Bonin on April 30th, after this point enjoyed splendid trade; passed Aguigan and Seypan on May 5th. On May 9th the wind, hauled though S.E. till on the 12th it was S.W., with every appearance in the western sky of a typhoon; carried the wind from S. until the 15th instant, then strong breeze, with squalls so strong and so frequently recurring with a heavy cross sea running, that it was deemed prudent to heave-to for some hours. On the 18th sighted Claro Babuyan, entering the Balingtang Channel had the wind W.S.W. carried broken weather across the China Sea, and found the current to be setting strong to the N.E. On the 24th experienced a very sudden squall from W.N.W., lost fore-top-gallant mast and flying jibboom.

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On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits—
For 3 months' 2 per cent. per annum
6 " 3 " "
12 " 4 " "
Loans on Bills Remissable.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
VICTOR KRESSER, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, 1st January, 1869.

(f 10621

AGRA BANK, LIMITED.

CAPITAL £1,000,000 (ONE MILLION STERLING).
IN 100,000 SHARES OF £10 EACH.

HEAD OFFICE—NICHOLAS LANE, LOMBARD STREET, LONDON, E.C.

Directors.—
Chairman and Managing Director—JAMES THOMSON, Esq.
Colonel the Hon. H. B. DALZELL.
RICHARD H. GLYN, Esq.
J. CARRINGTON PALMER, Esq.
HARVEY BANKING, Esq.
JOHN STEWART, Esq.

Bankers.—
Messrs. GLYN, MILLS, CURRIE & Co.
THE NATIONAL BANK OF SCOTLAND, London.
And
THE BANK OF ENGLAND.

Solicitors.—
Messrs. ASHURST, MORRIS & Co.

Auditors.—
DAVID CHADWICK, Esq., M.P.
EDWIN H. GALSWORTHY, Esq.

BRANCHES,—Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, and Edinburgh.

HONGKONG BRANCH.

THE Bank grants Drafts at current rates on Messrs. GLYN, MILLS, CURRIE & Co., and the NATIONAL BANK OF SCOTLAND, London, as well as on the various Branches of the Bank as above, also negotiates and collects Bills of Exchange.

Circular Notes issued payable at all the principal cities of Europe and in Egypt.

H. HUGHES, *Manager.*

2, Queen's Road East,
Hongkong, 26th April, 1870. [tf 762

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the year ending on 31st December last, at the rate of Twelve per cent. per annum, say $12.50 per paid-up share of $125, and $6 per share on which $50 have been paid, is payable on and after THURSDAY, the 10th instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By order of the Board of Directors,
VICTOR KRESSER,
Chief Manager.

tf 235 Hongkong, 4th February, 1870.

THE CHINA AND JAPAN MARINE INSURANCE COMPANY.

CAPITAL, 1,500,000 TAELS SHANGHAI STOCK, IN 3,000 SHARES OF 500 TAELS EACH.
Paid up Capital, Tls. 300,000, or Tls. 100 PER SHARE.

Court of Directors:—
F. A. GROOM, Esq., of Messrs. Glover, Tow & Co.
R. W. LITTLE, Esq., of Messrs Little & Co.
T. PROWT, Esq., of Messrs Wm. Pustan & Co.
J. B. ROBERTSON, Esq., of Messrs Bull, Purdon & Co.
J. F. H. TRAUTMANN, Esq., of Messrs Trautmann & Co.

Head Office, Shanghai.
Secretaries, pro tem., TRAUTMANN & Co.

Counsel to the Company.
N. J. HANNEN, Esq., *Barrister at Law.*

London:
COMMITTEE OF TITLE DIRECTORS.
Agents, Messrs. ROBT. BENSON & Co.

Agents:—
In Hongkong.... Messrs. WM. PUSTAU & Co.
" Hankow..... F. MAGOS, Esq.
" Foochow..... Messrs. JOHN FOSTER & Co.
" Yokohama..... " ASPINALL, CORNER & Co.
" Singapore..... " HARRISON, SMITH & Co.

THE Company will commence business in January next, or as soon after as the Directors shall have been enabled to allot the Shares.

The Company will be a permanent one.

The Net Profits will be divided every year as follows: 30 per cent will be returned as Bonus to *all Contributors of business, ratably in proportion* to the amount of Net Profits contributed. Interest at the rate of 12 per cent. per annum on the paid-up Capital will be paid to the *Shareholders*, and the Balance of the Net Profits carried to the Reserve Fund.

When the Reserve Fund shall have reached Tls. 300,000, the Net Profits will be divided as follows: 30 per cent to all Contributors of Business; and 70 per cent. to the Shareholders.

When the Reserve Fund shall have reached Tls. 500,000, the Net Profits will then be divided as follows: 30 per cent to all Contributors of Business; and 70 per cent to the Shareholders.

The Funds will be in the hands of the Directors both at Shanghai and London, and also at such places where the business proves large enough to warrant a Committee of Directors.

Messrs TRAUTMANN & Co. will officiate as Secretaries till 31st December, 1870, by which time the necessary arrangements will be completed for securing the services of a qualified Secretary from England.

TRAUTMANN & Co.,
Secretaries, pro tem.

2254 Shanghai, 23rd November, 1869.

NOTICE is hereby given to the Agent of Mr. Alphonse Cabanze, of Bordeaux, that the French Barque *Isabelle Henriette*, of Nantes, has arrived from Australia, and will be ready to perform the Charter-party concluded in May, 1869, between Captain Martin, of the said *Isabelle Henriette*, on the one part, and Mr. Alphonse Cabanze, of Bordeaux, on the other part, immediately after the discharge of her present Cargo, or in about 6 days from this date.

CARLOWITZ & Co.,
Agents for Captain Martin, of the French Barque *Isabelle Henriette*.

tf 834 Hongkong, 4th May, 1870.

Intimations.

THE VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

CAPITAL $1,500,000, IN 3,000 SHARES OF $500 EACH.
PAID UP CAPITAL, $300,000.

Board of Directors,—
W. H. FORBES, Esq., (Messrs. Russell & Co.), Chairman.
S. D. SASSOON, Esq., (Messrs. David Sassoon, Sons & Co.)
J. P. BURKE, Esq., (Messrs. Eduljee Framjee, Sons & Co.)
HERMANN MELCHERS, Esq., (Messrs. Melchers & Co.)
E. DELNACE, Esq., (Comptoir D'Escompte de Paris.)
AUGUSTINE HEARD, Esq., (Messrs. Augustine Heard & Co.)

Bankers.—
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Auditors.—
F. W. MITCHELL, Esq.
MATTHEW W. BOYD, Esq.
(Chartered Bank of India, Australia, and China.)

Head Office.—
HONGKONG.

Secretaries,
MESSRS. AUGUSTINE HEARD & Co.

THE Company having been Registered under the "(Companies Ordinance, 1865," and its Shares allotted, will be prepared to accept Risks against Fire, on buildings and merchandise Stored therein, at the current rates, on and after March 1st, 1870.

Twenty per centum of the profits of the Company will be distributed annually as a Bonus among Contributing Shareholders, proportionately to the amount of premia paid by them.

AUGUSTINE HEARD & Co.,
Secretaries.

tf 390 Hongkong, 26th February, 1870.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

REGISTERED UNDER THE COMPANYS' ORDINANCE, No. 1, OF 1865.

Directors:—
The Honble. H. B. GIBB, of Messrs. Gibb, Livingston & Co. (Chairman).
J. B. TAYLOR, Esq., of Messrs. Smith, Archer & Co.
E. A. CHITCHCOCK, Esq., of Messrs. Olyphant & Co.
A. MACG. HEATON, Esq., of Messrs. Douglas Lapraik & Co.
EDWD. ARTHUR, Esq., of The Chartered Mercantile Bank of India, London and China.

HEAD OFFICE AT HONGKONG.

Secretary.—
N. J. EDE, Esq.

Bankers.—
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

Agents.—
Swatow, Messrs. BRADLEY & Co.
Amoy, " ELLIS & Co.
Foochow, " OLYPHANT & Co.
Ningpo, " DAVIDSON & Co.
Shanghai, " GIBB, LIVINGSTON & Co.
Kiukiang, " R. FRANCIS & Co.
Hankow, " GIBB, LIVINGSTON & Co.
Chefoo, " FERGUSSON & CO.
Nagasaki, " ALT & Co.
Yokohama, " SMITH, ARCHER & Co.
Kobe, " BROWNE & Co.
Saigon, " HAUSCHILD & SÖRSEN.
Singapore, " GIFFILLAN, WOOD & Co.
Penang, " A. A. ANTHONY & Co.
Tientsin, JOHN HANNA

Intimations.

PROSPECTUS OF THE FOOCHOW DOCK COMPANY.

CAPITAL $200,000. IN 2,000 SHARES OF $100 EACH.

$50 per Share to be paid on allotment.
$25 " " " 3 months after allotment.
$25 " " " 6 " " "

Present Directors.

M. DE BARON DE MERITENS, Commissioner of Customs.
JOHN FORSTER, Esq., of Messrs. John Forster & Co.
With Power to add three to their Number.

General Agents, pro tem.

MESSRS. JOHN FORSTER & CO., FOOCHOW.

Superintendent.—

CAPTAIN JOHN C. SKEY.

THE scheme has been fully discussed by the Foochow Community, to whom it was in the first instance submitted, and who generally appreciate its advantages, but require outside funds to assist in carrying it through. At a general Meeting, a special Committee of five Gentlemen was elected to investigate and consider the project. The Report furnished was highly satisfactory, and was supported by a Survey Report by competent authorities upon the condition of the Dock and Premises.

The object of the Company is to take over from Mr. JOHN FORSTER the Dock at the Pagoda Anchorage, known as the *Foochow Dock*, with the property and machinery attached, valued together at $150,000, and also the Tug-Steamer *Woosung*, valued $10,000. The remainder $90,000 will be used for the purchase of stock and materials (of which a considerable quantity is on hand, and is offered at cost price); for the improvement of the establishment; and for the purchase of an additional Tug-Steamer; in accordance with the recommendation of the special Committee on working the whole to best advantage.

By arrangement with Mr. JOHN FORSTER, the Company will take over the property to be purchased from him, from the 1st January of the present year; from which date all profits on the business are to accrue to them, while he shall receive interest at the rate of 9 per cent. per annum on the amount of purchase money, until paid up.

The Company will be managed by a Board of Five Directors, Two of whom are now elected, with the power to add three more to their number. These will retire annually, but are eligible for re-election.

The funds of the Company will be entirely under the control of the Board.

A statement of accounts will be submitted to a Meeting of the Resident Shareholders, to be held annually, when a dividend will be declared.

Applications for Shares, in the annexed form, to be addressed to Messrs. JOHN FORSTER & Co., Foochow, who will act as General Agents until all are allotted.

An application for Shares, followed by an allotment thereupon, will constitute the applicant a shareholder in the Company.

The deed of settlement will be duly prepared, and copies will be furnished to the Shareholders when ready.

FORM OF APPLICATION FOR SHARES.

To the Directors of the FOOCHOW DOCK COMPANY.

GENTLEMEN,—I request you to allot to
Shares of $100 each in the above Company;
and agree to accept such Shares or any
less number you many allot to and to pay
the Calls thereon; and authorize your
name on the Register of Shareholders for the Shares allotted.

Your obedient Servant,

Full Name and Address } .....
of the Applicant }

Date.....
Foochow, 7th March, 1870.

REPORT ON THE PROPOSED DOCK SCHEME.

FOOCHOW, 12th February, 1870.

When it was lately proposed by Mr. John Forster to transfer his interest in the Dock at Pagoda Anchorage to a public company, the community of Foochow, taking the proposal into consideration, appointed a committee of five gentlemen, for the purpose of investigating the merits of the scheme, and of reporting to the community thereon the result of their investigations.

The Committee so appointed has had two objects in view: 1st, to ascertain to actual condition of the Dock; 2nd, to consider after a careful examination of the books if the scheme were likely to prove a remunerative one.

As far as the first point is concerned, the committee is satisfied that the Dock at Pagoda Anchorage is in excellent order and full worth the value placed upon it. Two competent men uninterested in the scheme, have at the request of the committee, surveyed the Dock thoroughly, viz.: Captain Bisbee, Divisional Inspector of the Maritime Customs, and Captain Shaw, one of the Surveyors established at the Anchorage, whose report will be found appended. Captain Bedford, Commander H.M.S. *Hornet*, has also kindly allowed the use of his name in support of the statement of the above-named gentlemen, having himself taken the trouble to make a careful survey of the property. The Committee has therefore no hesitation in endorsing the conclusion arrived at by the surveyors, and in declaring themselves satisfied on the first point before them.

Regarding the second point, a subcommittee composed of Messrs. Maclen and Dalrymple has been deputed to examine the books, and to report to what extent they might think it probable to reduce the actual expenses of the Dock. Their report shows that during the two years ending 30th June last, over which their examination extended, all the costs used for the steamer and at the Dock had been bought at Foochow. The Committee therefore may with confidence affirm that a considerable reduction might be effected under that head. They would have the same opinion to give regarding the purchase of other materials necessary for the working of the Dock which, it appears from the books, were nearly all purchased in Hongkong and on the spot, at a probable average cost of at least 15 to 20 per cent. above the cost of direct importation. As regards salaries, &c., of the staff, the Committee is satisfied that the reduced scale sanctioned by the Superintendent, Captain J. C. Skey, can be carried out without impairing the efficiency of the concern.

The Committee is therefore of opinion, that it would not be unreasonable for the shareholders to expect a Dividend of 15 to 18 per cent. on their investment; and as the capabilities of the Dock become better known, even larger return might be looked for.

Should the scheme meet with sufficient support, it is proposed to form a company with a total capital of $200,000, to be raised in 2,000 shares of $100 each, of which $50 is to be called up at once, a further $25 at the expiration of three months, and the remaining $25 at the end of six months. With this capital, the actual establishment might be improved, a second and strong Tug-boat might be purchased, and a balance of between $30,000 at $35,000 would still remain to work the Dock.

It is hardly necessary for the committee to allude to the importance to the company of undertaking the Towage of the Port. The account shown of the working of the steamer *Woosung* during the past two years, speaks for itself; and the purchase of a second Tug-boat, would, it is believed, go far to secure the monopoly of this business.

Many other improvements which might be effected by a new company, would, no doubt, tend to increase the annual dividend of the shareholders; but such details the committee feel should be in the province of the future Directors to determine.

Mr. Forster has offered to allow the new company to take over the Dock and Steamer *Woosung* from the 1st January, 1870; all the profits from that date going to the credit to the company, and he to receive interest at the rate of 9 per cent. per annum from that date until the purchase money be paid up. Considering that about $4,000 have been collected during the past month, and that a contract for extensive repairs has been entered into with the N. G. Bank Sampan, the proposal cannot be regarded as otherwise than a fair one, and to the benefit of the new company. All questions of detail, and petty disbursements incurred subsequently to 1st January, 1870, might be left to be arranged by the Board of Directors for Mr. Forster, on the understanding that the amount thereof should not exceed $1,000.

The Committee, having now fulfilled the duties imposed upon it by the community, it rests with the latter, should they be favorably disposed, to inaugurate some scheme, such as that above proposed, by which a company might be at once formed to undertake the working of the business.

BARON DE MERITENS.
J. C. MASSEN.
F. TEMPLE.
H. L. DALRYMPLE.
H. S. HANCOCK.

SURVEY REPORT ON THE FOOCHOW DOCK.

The undersigned having been called upon by the Baron de Meritens to survey and report upon the Foochow Dock, report as follows, viz:—

We find this Dock in a thorough good working order and condition: it has a good stone foundation: the two lower terraces are also of stone, and the upper sides are well piled, &c. We find the Caisson in a good efficient state, strongly built of iron bark, sides and deck of Oregon pine; bottom and some of the side planks of iron bark; bottom metal sheathed. The Caisson is perfectly water-tight and well fitted with pumps and sluices, &c. The Dock has apparently no leaks, is well and properly fitted with good blocks of iron bark wood. Engines and pumps tried in our presence are found in first class order. There is a Whitworth Lathe and some good serviceable machinery useful for repairing steamers, &c. Blacksmith's shop with three forges well serviceable for the repairs of ships, &c., but the building is not in proper order. The Dock has a good Engine House, good Gateways, and Timber sheds, and a large and good supply of Timber, Spars, &c., and all necessaries for the requirements of the Dock.

(Signed) S. L. SHAW,
Surveyor,
for the Yangtze and Union Insurance.
(Signed) A. L. BISBEE,
Divisional Inspector.

7d 917 Foochow, 25th January, 1870.

The Chronicle and Directory for 1870.

NOW READY.

THE Edition for 1870 is now ready for Delivery.

As already announced, the Directory is published in Two Forms, Complete at $5, or with the Lists of Residents and Port Directories only, at $3.

Copies may be obtained at the *Daily Press* Office, and of the following Agents:—

Messrs. BROWN & Co., Swatow.
" WILSON, NICHOLLS & Co., Amoy.
" HEDGE & Co., Foochow.
" LANE, CRAWFORD & Co., Shanghai.
" KELLY & Co., do.
" WACHTELS, GROOS & Co., Japan.
Mr. L. P. FISZER, Merchants' Exchange, San Francisco.

The delivery of the *Daily Press* from this office commenced on Wednesday morning at 10.30, and the last messenger left the office at 10.45.

The Daily Press.

HONGKONG, MAY 26TH, 1870.

It appears to be a necessity of existence on the part of the British public to become periodically indignant with some special class, and to give vent to the most fervent denunciation of the peculiar faults which are supposed to belong to it. It does not matter whether these faults are committed or not. The indignation must be expressed, and the political Communion Service is considered just as forcible whether the errors against which public speakers and writers join in fulminating, exist in reality or only in their own heated imaginations. Of late, the China merchants have been favoured by being held up as a suitable target for public indignation. Nothing seems too bad to attribute to them. Smuggling, robbery, violence and utter disregard of the rights of the natives, are the trifling crimes that are laid to their charge. Every obscure ignoramus in Parliament comes forward with a brilliant speech upon a subject, which offers the great advantage of being as little understood by the members who listen, as by the one who, in utter ignorance of the facts, has the temerity to address them. If one one-hundredth part of the errors habitually perpetrated by the home oracles on the China question, were made by a member of Parliament in speaking on any ordinary topic, he would so completely lose the confidence of the House and of the public, that he would hardly be able to open his mouth on any question again. But with regard to matters in distant countries the case stands differently. Like the upstarts, who, in China, think themselves capable of pronouncing opinions upon the Chinese language before they has mastered five hundred characters, the China politicians at home consider themselves quite competent to speak about foreign relations with this country, without knowing the bearing of a clause in the Treaty or the facts on which any individual question depends. The last candidate for this unenviable kind of notoriety, Mr. RYLANDS, M.P. has gone beyond anything that has been said before. Following the unfounded charge made by the *Times'* correspondent at Pekin, he roundly accused the China merchants of the most narrow-minded selfishness, and of an utter disregard to the rights either commercial, social or political of the Chinamen with whom they come into contact. After reading Mr. RYLANDS' speech, a China-merchant might be almost afraid to look in the glass for fear of seeing before him the awful brigand depicted by this energetic, but ignorant speaker. The popular notion of the China merchant, seems to be that of an individual with a revolver at each side, thrusting opium down the unwilling Chinaman's throat. Those who have feasted their imaginations on this image, would be somewhat surprised, if they came out to China, and had a personal opportunity of seeing the China merchant here. Instead of the roving adventurer and heartless ruffian he is represented to be, they would find him, as a rule, a quiet easy going man of business, rather disposed than otherwise to run in a groove, and to confine his attention to the ordinary recognised lines of commerce; buying his Teas, selling his imports, and writing his mail letters quietly from month to month; and pushing on steadily, but not quite so hopefully as in the days when trade was less shackled by obstructiveness and illegal exactions on the part of the mandarins. The answer which Mr. MAGNIAC, M.P., at once gave to the tirade of Mr. RYLANDS, was not more than, or indeed as much, as can fairly be said in favour of the China merchants, who have been wantonly misrepresented in order to make some plausible excuse for the retrogressive action which Sir RUTHERFORD ALCOCK has thought fit to adopt. Happily these arguments are now being effectively replied to, and the public are not likely much longer to be deceived by such misrepresentations. Though there have been in China, as is the case everywhere, instance where room has been left for animadversion on the conduct of individual mercantile men, it is fair to say that there are few places where, on the whole, such good faith has been kept, or where the natives has been so justly treated by the foreigner. Every Chinaman dealing with a foreigner has the full benefit of foreign laws and so far from the natives being overridden, it is notorious that, while a Chinaman can easily obtain justice in the Consular Courts, the European, who has nothing to look to but the defective and corrupt administration of the Chinese Mandarins, can seldom obtain redress when he is wronged or defrauded by a native.

LORD CLARENDON'S VIEWS WITH REGARD TO CONSULAR ESTABLISHMENTS IN CHINA.

The following extract from a despatch from Mr. Hammond to the Secretary to the Treasury, which sets forth the views of Lord Clarendon with regard to the Consular Establishments in China, is of very great interest at the present time.

After reviewing the various reports from the Consuls, Mr. Hammond proceeds as follows:—

1. That the direct import trade, as well as the export trade, in articles of European consumption remains, and is likely to continue to remain, in foreign hands.

2. That should the indirect or distributing trade be undertaken entirely by Chinese, instead of by foreign Commission Agents, as seems probable, except perhaps as regards opium, the result may be expected to be beneficial to British trade and shipping, as it will be followed by an increased demand for foreign goods and by the extended employment of foreign vessels.

3. That this indirect or distributing trade, on which the general trade depends, has been created and is maintained by the opening to foreign commerce of the several provincial districts of China, by means of the Consular Treaty ports as ports of entry.

4. That, as in the present condition of the country, the distributing trade can only be effectually carried on in foreign vessels, Consular establishments will continue to be required as heretofore at the subsidiary as well as at the primary ports for their supervision and control.

5. That the withdrawal of a Consulate from a provincial district is equivalent to the abandonment of the present and prospective trade of the district, with a proportionate diminution as a leader of import and export trade and loss to British manufacturers, merchants, ship-owners, ship-builders and seamen.

I am to add that should the Treaty Revision Convention, of which I inclose a copy, be ratified, and Europeans to be admitted to travel and rent store houses in the interior of the country for trading purposes, efficient Consular establishments will be more than ever required to insure the new transit regulations being faithfully executed by the Chinese authorities, as well as to maintain the peace, order, and good government of Her Majesty's subjects, to which Great Britain is equally pledged.

These considerations do not apply to the islands off the China coast, where the Chinese rule is scarcely established on a firm footing among an alien race, where the constant danger of collision with the people renders foreign trade precarious and uncertain, where the exports are not of sufficient value to British commerce to entitle the trade to special encouragement or protection on their account.

As the Board of Treasury are aware, the right of access to the Island of Hainan, though conceded by the Treaty of Tientsin and at one time reported to be of value, has never been claimed, and is resigned by the recent Convention.

Sir R. Alcock has now advised the withdrawal, on grounds both of policy and economy, of the Consular establishments in the northern Island of Formosa, and, as a necessary consequence, its exclusion from British commerce.

Lord Clarendon agrees with Sir R. Alcock that the maintenance of the Consulate at Taiwan and Vice-Consulate at Tamsuy has not been attended with commercial or political advantages commensurate either with the expense attendant on it or with the difficulty experienced in the protection of the trade with the island in the face of the open hostility of the population.

At the same time Lord Clarendon could not sanction the Consular establishments without giving at least six months' notice to British subjects engaged in the trade of the island, which, although of trifling national value, could not be relinquished precipitately without inflicting serious injury on individuals. Moreover, Lord Clarendon is disposed to instruct Her Majesty's Chargé d'Affaires at Peking to make an effort to induce the Chinese Government to exchange the Treaty ports of Formosa for the port of Ichang in the Upper Yangtze, which would open to British trade a vast area, to which at present, while the employment of steamers is prohibited, it cannot hope to penetrate.

It may also be found necessary to retain a Consular Officer at Keelung, where the coal mines are to be worked under the Treaty Revision Convention; and, on the whole, Lord Clarendon feels that he cannot reduce the Formosa Consular establishments in the Estimates for the ensuing year.

Nor would any real economy be effected by doing so, as those establishments will, under the Convention, be supplanted by establishments required for the new Treaty port of Wen-chow and Wuhu.

The former is described by Sir R. Alcock as affording a ready exit for a sort of tea that reaches Foo-chow-foo after a long, difficult, and expensive transit, and as the port of a comparatively populous and wealthy country which promises to take many foreign commodities. It will also be of material service to British commerce as a port in the line of communication between Foo-chow-foo, Ningpo, and Shanghae.

Wuhu is situated on the Yang-tzé, in the vicinity of Chin-kiang, with which it may be found practicable to combine it in a joint Consular establishment. Its opening to commerce is stated by Sir R. Alcock to be of "immense importance, if only for the reason that it makes the Province of Anhui a Treaty-port Province, and thus opens that province for the circulation of British manufactures, in accordance with the freedom and easy terms assented to" in the Convention.

Lord Clarendon is not in possession of sufficient information to enable him to judge accurately of the extent of the Consular establishments which will be required at these new ports, but he sees no reason to believe that the expense of their maintenance will not be fully covered by the saving ensuing from the withdrawal of the Formosa establishments. He will not, therefore, make any recommendation on the subject at present; but the Board of Treasury may rest assured that no steps will be taken involving any transfer of expenditure without full communication and consultation with their Lordships.

With regard to Japan, Lord Clarendon considers that there has not yet been time to form any useful opinion as to the development of British trade by the opening of the ports of Neegata, Yedo, Osaka, and Hiogo; but from the aptitude of the people for foreign civilization, and the rapid progress which has been made within the last two years in consolidating the Government of the country, he sees every reason to expect that the existing British trade, estimated at £5,000,000, may soon, as Sir H. Parkes anticipates, be doubled, or at all events continue to increase in the same ratio as in China.

The question still remains whether, the Consular establishments on the mainland of China and Japan being necessary for the preservation of political and commercial interests, the staff officers employed in them is in excess of the demands of the service.

A complete answer to this appears to Lord Clarendon to be furnished by the schedules forwarded by Sir R. Alcock and Sir H. Parkes, and by the accompanying statement of the distribution of the Officers of Her Majesty's Consulates in China, Japan, and Siam, at the close of the year 1869.

It will be seen from this statement, which is subject to correction when the annual Returns are received, that of the limited numbers employed in these services, seventeen were absent from China, five from Japan, and two from Siam, all but two on sick leave, and in nearly every instance after an uninterrupted residence of several years in those tropical climates.

So far from the numbers of the Consular Service in China being excessive, they have been found during the past year to be insufficient, and recourse has been obliged to be had to the employment of temporary clerks, a practice objectionable for many reasons, at Amoy, Kiu-kiang, Ningpo, and Shanghai. Sir R. Alcock, indeed, reports that in order to raise the service to its proper strength, six additional assistants are required.

Lord Clarendon trusts that such an addition to the permanent establishments may be avoided, at least for the present, by some of the Student Interpreters, who will have completed their two years' courses of study at Peking in the spring, becoming available for duty at the ports; but I mention Sir R. Alcock's recommendation as a proof that the numbers of the Consular Staff, even when thus recruited from the ranks of the Student Interpreters, will be barely sufficient to meet the requirements of the service, when allowance is made for the constant absence of a large proportion on account of illness engendered by the climate.

Before leaving this branch of the subject, I am to express the great satisfaction which Lord Clarendon experiences at the eminently successful result, both as regards efficiency and economy, of the system commenced when his Lordship was Secretary of State in 1854, for training the junior officers as Student Interpreters, so as to give them an accurate knowledge of the country before admitting them to the higher posts in the Consular Service. Of course the Assistants, who act as Clerks in the Consulates, are also as a general rule capable, when called upon, of discharging the duties of Interpreters, a much larger staff than is at present employed would inevitably be required; while the political advantages can scarcely be overrated of the Consuls and other Officers of Service being able to communicate directly with the Chinese authorities and people, instead of having perpetual recourse to the intervention of special interpreters and English-speaking Chinese.

Such a command of the language, however, enables them to travel freely through the interior, and to procure reliable information as to the commercial needs and resources of many localities, which it would otherwise be both dangerous and useless to visit.

We are credibly informed by a correspondent in Amoy that on the 13th instant a large tiger crossed from the north side of the Pe-chui-ya River, to the large market town of Ta-poh. It attacked and tore a man on landing, it then sprang at five or six women who were cooking on from within a door way, they dashed the door to, jamming one of the tigers paws between the door and door post, and with the courage of desperation kept the door forced to, holding the tiger prisoner, until the men of the village dispatched it with their spears and matchlocks. On our informant's visit to Ta-poh, distant from Amoy about 15 miles, on the 16th inst., the animal's legs was being sold at 16 cash a tael weight.

CHOLERA IN EMBRYO.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—If any one, I think has in no particularly powerful olfactory nerves, I recommend him to test them by walking down from Pedder's Hill to the Parade ground and back. The test will consist in the fact of his meeting with the direct reverse of otherwise. I believe there is a constituted authority for the repression of evil odours, but it seems that that individual's time is too fully occupied in prosecuting cases in which there are direct and indirect offenders, to be able to attempt to discover the causes of nuisances not so easily traced. I believe, too, that the native rose rather relishes than otherwise an urgent call upon its powers of perfume. Of course this Chinese should be allowed to enjoy themselves as much as is consistent with the general comfort. For instance, they may, as the senior Magistrate once expressed it, be permitted to carry a dead dog round the Cape, usually averaging 100 to 120 days."

TERRIBLE EXPLOSION.

(From the New York Tribune, March 18.)

A terrible explosion took place yesterday in Col. Schafer's nitro-glycerine factory, at Little Ferry Farm, upon the Hackensack river, about a mile from Ridgefield, in Bergen county, N. J. The factory was a long, low building of brick (150 by 50 feet), one story in height. Several men were engaged in the place in some capacity or other, and most of them were at work yesterday. A large quantity of the explosive material made at the factory was to have been shipped from there yesterday, and a number of men busied themselves in removing it from the storing-rooms in the factory to a sloop near by.

The proprietor says that there were about 7,000 pounds of nitro-glycerine, and from 20,000 to 25,000 pounds of material in the building at the time of the explosion. The factory was extensively fitted up with machinery, so necessary for making nitro-glycerine. The foreman, Herman Myers, and two laborers were killed. It is reported that a boy was also killed. The factory and buildings were inundated by the tide, as it was necessary to place the stock of nitro and sulphuric acid, together with all the other materials, upon platforms, as the water would set them on fire. It is supposed that some of the carboys containing these acids, which are of high specific gravity, ignited, and thus produced the explosion. It is said that several men, with a team of horses, were only 300 yards distant when the disaster occurred, yet, strange to say, they felt no perceptible shock. Others say that the nitro-glycerine was packed in bags, and, thus packed, was thrown over the backs of working men and borne to the vessel. One of the men, less cautious than the rest, while carrying a bag upon his shoulder, lost his hold. The bag fell and the contents exploded, and this explosion caused a second, more terrible than the first, among the material stored in the building. The consequence, as the dust and smoke cleared off, were fearful. The building lay a mass of ruins scattered for rods around. Bricks and mortar were hurled in every direction. Rafters, broken and in pieces, were scattered everywhere. The boiler, broken in some pieces and indented in others, lay many feet from the spot where it once had stood. Nothing but the chimney of the factory remained intact. The explosion was heard for miles, and its force broke the windows of houses a mile distant.

Frightened by the noise and shock, people rushed from their houses to find out what had occurred, and when apprised hastened to the spot of witness the ruins.

The loss of property was the least part of the catastrophe. Four lives were sacrificed to the carelessness of one incautious workman. The bodies were horribly mangled, and were torn limb from limb and scattered like the unsen work. High up into the air the remains of one man were thrown, and they fell into the river. A leg of another was found 200 feet from the scene of the catastrophe. Many of those who were not killed were more or less injured. One was struck upon the head by a flying brickbat and severely cut and bruised. Another had a leg fractured.

The sloop, considering the amount of damage done elsewhere, escaped comparatively unharmed. Her mast was broken off, but beyond that she suffered little or no injury. The loss is about $75,000. No insurance.

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REUTER'S TELEGRAMS.

Via Red Sea.

SUPPLIED TO THE "DAILY PRESS."

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LONDON, 7th May, 1870.

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The result of the Plebiscitum is as follows:
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In Paris there was a majority of 200,000 (sic) noes, (query 2,000.)

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THE NEW COMMANDER-IN-CHIEF FOR IRELAND.—Sir William Mansfield will, it is believed, succeed Lord Strathnairn as Commander in Chief in Ireland.

The *Times* of this morning contradicts the report of the retirement of Mr. John Bright.

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A meeting in favour of obtaining the political suffrage for women was held at the Hanover-Square Rooms, Mrs. T. A. Taylor in the chair. Mrs. Taylor, in introducing the subject, appeared to think that the way to fit any class for power was to give it power, which would almost cover the case of children, and would certainly involve universal suffrage for *all* who are not under age, of whatever order,—both here and in Ireland. Mr. John Stuart Mill admitted that he thought women-voters would fall very much under ecclesiastical influence at first, but they would, he thought, be just as the ministers of religion had been the only people to treat women as if they had minds of as much importance as men. Professor Cairnes supported the resolution because he thought it would do women more good than it would do the Constitution. Mr. Grote spoke as if victory were very near at hand, talked of the good ship as being in Channel, and the time being come for the Parliamentary pilot on board. Lord Amberley endeavoured to soothe the fears of those who thought the supply of frivolous women would fall short, and that they would not be enough to go round to study Mill's "Logic" directly they had got their votes. He assured them the supply of frivolous women would seldom fall short of that of frivolous men. And Miss Helen Taylor urged for women's votes "educated gentlemen would, naturally enough, desire to have even a greater security of monopoly than their position already allows them. At the time of the great Reform Bill cases in Shanghai, during 1867, an attempt was made, by the Chamber of Commerce, to ascertain how far they could fall in with the views of the mill guild, as to the measures to be taken to place the trade on a footing of greater stability. The guild, by their answer, appeared to think that one of the chief evils was the existence of a non-certificated class of Chinese brokers, and to wish the latter put down by law.

The most serious aspect which the Yu Hong system bears towards foreign trade, (without mentioning the tendency to monopoly) is the readiness with which the Yu Hongs lend themselves to enforcing any and every kind of levy proclaimed by the Provincial authorities. It is through their means that triplicate passes have become of no use in the Southern districts, as the Provincial authorities, instead of waiting till goods were on their journey before taxing them, went nearer to the fountain head, and taxed the sale made through or by the Yu Hongs.

It will be evident that the term Broker is an inadequate translation of the phrase Yu Hong; the latter includes the function of *de facto* commission agent for both sides, and much more.—*N. C. Daily News.*

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The *Japan Mail* has the following:—

All advertisement of an exceptionally impudent and discreditable character appeared in the *Japan Herald* on the 10th instant, purporting to come from a French subject, one Bertrand, but which has evidently been concocted for him by some one who had not shame enough to present his prostituting the English language to such wretched purposes.

In this advertisement Bertrand is made to say that a "difference with a Chinaman respecting the quality of some Dollars has disturbed"—so runs this disgraceful effusion—"his wonted serenity of mind,"—the facts we believe being, that on this difference arising, Bertrand administered to the Chinaman a *kick in the stomach, from the effects of which the poor fellow died.*

Has Bertrand been indicted for manslaughter, as he assuredly should be?

Instead of dealing this question, or performing any such part in regard to a grave offence of this kind as befits its function as a Journal, the *Herald* inserts this shameless advertisement, which is as disgraceful to a paper as the act of Bertrand was to him as a man.

Were it not that all avocations and professions number in their ranks men who bring nothing but disgrace on them, it is enough to make one forswear journalism to be classed as "contemporaries" with papers which have so little regard for the dignity, the duties, and responsibilities of the press as this paper exhibits on this occasion.

THE EARTHQUAKE IN JAPAN.

(Japan Mail, May 14th.)

On the morning of Friday last at 2.40 A.M. a very serious earthquake shock was experienced in this settlement. During the portions forty-eight hours there had been several unimportant shocks, but in greater frequency than is common here, and much uneasiness was felt as to what might be impending. Great, therefore, was the alarm when the whole settlement was aroused from sleep by the extremely unpleasant sensations which attend these phenomena. Many at once rushed out into their gardens or compounds, while those who remained in the upper stories did so in bodily fear that each successive moment might be their last, and that they would be crushed by the fall either of the roof or the walls of their houses. The shock, which consisted of a series of rapid undulations from South of East to North of West, lasted for nearly two minutes, and was succeeded during the space of half an hour by many less decided shocks, varying in direction from that of the first, and as it seemed to us, confused and variable in their own motion. This, however, though possible is not probable, unless there were several centres of disturbance acting at the same moment and producing a conflict of different undulations. Under circumstances of this kind, when the mind is hardly in a condition to make observations of any scientific accuracy, false impressions are easily received, and it is most unfortunate that in a country where earthquakes are so common there should be no instruments to measure the force, direction and duration of these most interesting, though certainly appalling phenomena.

As much attention has been called to the subject by the frequency and severity of the shocks of the past week, it is more than possible that some authentic accounts may reach us within a short time in regard to the present condition of the nearest extinct and active volcanoes in this neighbourhood. At the present moment the accounts vary considerably. On the one hand we hear that Yriko shows no sign of activity, on the other that dookey cart arrived at one of the polling booths to record his vote. The dookey was sumptuously decked out in green ribbons, the emblems of the Odger party. The voter, on being asked the customary question, "For whom do you vote?" replied, "Beresford." This announcement was greeted with a wild yell by the assembled mob, the reasoning members of which, however, in kindness, as they thought, to the voter, drew his attention to the mistake he seemed to be making, of confusing Odger with Beresford, pretending that as he had dressed up his donkey in green, of course he himself intended to vote for the green. Taus challenged, the man said, "Oh, it's all right. I'm a Tory, 'tis my donkey that's a Radical; but he's an ass."

MEMORANDUM ON THE CHINESE LICENSE SYSTEM.

So much misconception has been displayed on this topic, both in the Press, and among Memorialists to the Foreign Office, and H.M.'s Minister, that probably no excuse is needed for any attempt to cause the popular views to approximate a little nearer to the truth. The following remarks are put forth, not as absolutely correct, but in the hope that the contrast they present, to the prevailing vague notions on the subject, may give rise to discussion and enquiry.

In Hainan, I beg to protest against the use of the term "License" as utterly misleading. It is misleading in two ways;—first, in leading one to suppose that the fees imposed before the issue of a certain document are imposed as source of revenue,—secondly in making it almost impossible for an Englishman to disabuse his mind of the impression, that a legal prohibition licensing instead of prohibiting certain trades without what I have alluded to, above, as a certain document. The result of my enquiries leads me to the opinion, that a more unfortunate expression could hardly have been chosen, as an epithet of the *Yu-Hong*, than "Licenced."

What are the Yu-Hongs? They are what merchants vaguely alluded to by the terms "Silk Hongs," "Tea Hongs" "Cotton Hongs," &c. An idea of their status may be gathered from the following description:—

Any substantial trader may be enrolled in the list of "Yu Hongs." The routine to be followed is to present a petition to the Magistrate of the district, applying to be enrolled as a Yu Hong, running at the same time two good and sufficient sureties for the petitioner's solvency. The petition reaches the Throne through the usual channels, and thence a receipt is issued, ordering the Provincial Treasurer to grant the prayer of the petition, on payment of the proper fees. The whole expense is generally 28 or 30 taels, rarely as much as Tls. 100. The certificate of enrolment, issued by the Provincial Treasurer, holds good for the petitioner's lifetime, theoretically; practically it is hereditary, if the descendants carry on the same business under the same Hong name. The certificate has this effect—it renders the holder responsible at law, for the performance of every contract in which he acts, as broker or middleman and hence, responsible to a seller for the solvency of every purchaser whom he recommends; and, in compensation for the above, it renders his brokerage (which is sometimes fixed, and sometimes not, in the document) a claim which the law will enforce. Among other and minor incidents, the certificate makes the holder a sort of "Purveyor to the Court," (or Viceroy as the case may be), as he is expected to supply the article in which he trades, to the Emperor or high authorities when on a tour.

The certificate does not preclude the holder from trading in the article he is broker for. And there is no law against any party without a certificate, from acting as a broker or commission agent, without a certificate. None indeed is required, for an agricultural; it would be foolhardy if he went into the open market with his goods, or entrusted them to other than a Yu Hong, when the law relieves him of all risk and necessity for caution. The certificated brokers, too, are not likely to leave an intending seller ignorant of the status of a non-certificated agent. These certificated gentlemen would, naturally enough, desire to have even a greater security of monopoly than their position already allows them. At the time of the great Eyo Bank case in Shanghai, during 1867, an attempt was made, by the Chamber of Commerce, to ascertain how far they could fall in with the views of the mill guild, as to the measures to be taken to place the trade on a footing of greater stability. The guild, by their answer, appeared to think that one of the chief evils was the existence of a non-certificated class of Chinese brokers, and to wish the latter put down by law.

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NO WANCHEE.

A SUPREME GRIEVANCE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Why is it so very uncomfortable to sit through a criminal trial at the Supreme Court of Hongkong? Because, to begin at the beginning, the Chief-Justice insists on making small jokes, and learned gentlemen are obliged to laugh at them, officially of course, and then His Lordship cheers some new point from a witness, doubtless very important, but still very tiresome, and probably chuckles, then nobbjuror will expectorate on the floor, and an attorney's little boy will sit at the table "amongst the lawyers" and compel compositors between doctors' and compel compositors between learned gentlemen and little children. The coolies, too, persistently set all the punkahs fighting at fixed intervals, and raise war and commotion in the Court's little heaven. Then the Queen's Office sends in calls a thief a Lilyboon, and then the Attorney-General is so painfully polite, and the Chief Justice so often changes places metaphorically with him, so that we have the amusement of hearing the Judge as Counsel for the prosecution, and the Attorney-General defending the prisoner. All this would be very pleasant in cool weather, for then there would be every convenience and opportunity for being (strictly private!) intensely amused. But it is really very uncomfortable in hot weather, when strictly private laughter is pain and grief to a man, for then while he is unwise the fire kindles and at the last—you hear a sort of sputtering, choking sound, as of water long pent up when the tap is slightly opened. By the bye, this simile won't hold in Hongkong, because the water taps don't make such a sound. They give you merely a hollow murmur, as who should say, "we could an if we would,"—but unfortunately they don't.

Yours truly,
AUDIENS.

Hongkong, 24th May, 1870.

NOTICE TO CORRESPONDENTS BOOK.—The published under the title of *Recollations of Quacks and Quackery*, does not include *Apostaphetic Sketches* by Dr. Gumming.

An amusing incident occurred in connection with an election for Southbruck. In the course of the day a costermonger in a donkey cart arrived at one of the polling booths to record his vote. The donkey was sumptuously decked out in green ribbons, the emblems of the Odger party. The voter, on being asked the customary question, "For whom do you vote?" replied, "Beresford." This announcement was greeted with a wild yell by the assembled mob, the reasoning members of which, however, in kindness, as they thought, to the voter, drew his attention to the mistake he seemed to be making, of confusing Odger with Beresford, pretending that as he had dressed up his donkey in green, of course he himself intended to vote for the green. Taus challenged, the man said, "Oh, it's all right. I'm a Tory, 'tis my donkey that's a Radical; but he's an ass."

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THE SUEZ CANAL.

Like submarine cables, says the *Bullionist*, the Suez Canal is disturbing trade. People hardly know what to be about for the present, but the success of M. Lesseps' scheme is steadily dawning upon the commercial mind, and it is not difficult to see that it must be one long be the route to India for important cargoes. The French Mail Company are running special steamers at freights probably averaging 1 per cent. less than the charge by the English overland mail service. The directors of the Peninsular and Oriental Steam Company are, however, on the alert. At present they are bound by the mail contracts to the old route, and there can hardly yet be sufficient demand for freight to warrant the running of duplicate services from Southampton—one via Suez. It must, however, come to this. The following, says the *Times*, is a remarkable instance of the advantages to the trading communities of this country of the opening of India and the East for traffic by means of the new route through the Suez Canal:—The steamship *Danube*, consigned to Messrs. Stoddart Brothers, of Liverpool, sailed from Bombay on the 15th of February last. Her cargo consisted of 4,000 bales of cotton, which was discharged at the Albert Dock in the unprecedentedly short space of nine hours. Messrs. Heaupy Brothers, cotton spinners, Grove Mills, Huddersfield, received, through Messrs. R. Hodgson & Co., a few bales of this cotton at their mills on Friday, the 25th. They lost no time in putting it into work, and on Tuesday, the 29th of March, samples of yarn manufactured from it were sent out by the *Danube* on her return journey, by the same route, to the Chambers of Commerce in Bombay, Singapore, Shanghai, Hongkong, and Yokohama—the whole time elapsing from the vessel leaving Bombay to her again sailing from Liverpool with a full cargo being 56 days, the voyage alone by the ordinary sailing route, round the Cape, usually averaging 100 to 120 days."

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Mr. Scott Russell read at the Institution of Naval Architects a paper on "The Fleet of the Future," in which he began by pointing out the great changes in telegraphy, railways, ships, and canals during the past ten years, and whilst speaking of the Suez Canal, he said that he had just heard that it had been proved that there was a current flowing steadily through it from the Red Sea to the Mediterranean. Great revolutions had taken place during the last ten years; what changes were likely to take place in the ten years to come? He did not think that it was difficult to foresee some of these. In the first place, the bottom of every ocean will be covered with telegraphic lines; and in the second place the Isthmus of Panama will be cut through by a canal, for he held in his hands a plan of the canal, which was sanctioned, as he believed, by the American Government. It was planned to go through the narrow part of the isthmus, and it would be of the same length as the Suez Canal, viz., one hundred English miles—with this difference, that one half of it is already made by nature, as the projectors took advantage of one of the local rivers, just as M. Lesseps had done with the lakes in the Isthmus of Suez. The "young Englishmen" on the other side of the Atlantic are so go-ahead in all that they do, that he should not wonder if they brought over a very big cargo of Chinamen, and finished the canal in five years instead of ten. In ten years he thought that direct railway communication with India would be established, and that a bridge would be erected over the Bosphorus. Railways in China will probably begin somewhat later. Who can predict the moral results when thoughts and things shall have the power of flowing so freely to and fro? Railways tend to rill the slower and smaller kinds of ships, but they supply large cargoes, and they load large ships rapidly and punctually. The work of collection and distribution, in short, is no longer done by ships, but by railways, which take away the traffic from coasters, and take the cream of the business from coasting steamers, which, however, to some extent still hold their ground. The ships of the future, he thought, would be for the most part large iron steamers, able to get through the Suez Canal, and to steam rapidly and economically. The minimum size for trade with the East will probably be 3,000 tons nominal. He then gave minute details of what he thinks likely to be the typical ship of the future, and he suggested the desirability of constructing a new class of war vessels made to attack the enemy "stem on" instead of with guns, although guns would be necessary for occasional broadside firing.

MISCELLANEOUS.

A lair of John Wesley's wig, and a piece of his coffin and shroud, were deposited beneath the foundation-stone of a Wesleyan chapel at Burslem recently.

A movement has been set on foot for the purpose of erecting a memorial to the memory of the late Lord Brougham, in the shape of a central hall and free library.

Admiral Sir Henry Keppel's old flag-ship the *Rodney*, is daily expected at Portsmouth. The old friends of the admiral, who served with him in China are going to entertain him at a dinner, which is to be given on the arrival of the *Rodney*—*London and China Herald, April 8.*

THE THREE R's; OR, BETTER LATE THAN NEVER.—Right Hon. W. E. Forster (Chairman of Board):—"Well, my little people, we have been gravely and earnestly considering whether you may learn to read. I am happy to tell you that, subject to a variety of restrictions, conscience clauses, and the consent of your rentries—*you may?*"—*Fun.*

Mr. Spurgeon has given his views on compulsory education. Although he had always objected to Government interfering in religion and education, he is willing to forego his sentiments in favour of every child being educated, seeing the lamentable ignorance of London children. He trusts the Bible will be used and insisted upon, and that the doctrinal matter will be left to the care of Sunday-schools.

A letter from Berlin mentions that an enterprising merchant of Prussia is about to despatch from a port in Holland a ship containing specimens of the principal productions of the Zollverein, with the view of seeing if markets for German articles cannot be opened in China and Japan, and with the products he sends out intelligent agents charged to open trade.—*Englishman's Paris Correspondent.*

CHINAMEN IN THE UNITED STATES.—Senator Lawrence delivered lately in the Californian Senate a speech in favour of the protection of white labourers from immigration of Chinamen. The Senator said that "the presence of this moral congress in our midst, spreading gradually but surely as it does, should in itself be sufficient to arouse thinking men, irrespective of party, to united action. Better by far that a wall of fire, high as heaven and broad as the Pacific, should separate us from this loathsome race, than that they should obtain a foothold on this coast—better even in a pecuniary point of view."

ALL FOOLS' DAY IN THE LORDS.—Either Mr. Speaker or the Clerk of the Parliaments of the Upper House has succeeded admirably in commemorating All Fools' Day. Their lordships were on Friday summoned to meet on Saturday to hear the royal assent given to the Peace Preservation (Ireland) Bill. But how, members of the Lower House were dear to the summons of Black Rod. The solution of the mystery was found in the notice paper of the House of Commons, where the re-assembling of the House is fixed for Monday afternoon. We believe that eight years have elapsed since so successful a ruse was accomplished at Westminster.—*Globe, April 4.*

REVISION OF THE BIBLE.—The *Record* publishes a letter from Dr. Pusey respecting the revision of the Bible. In this letter the famous Hebrew scholar says:—"A new revision now would satisfy no one, because the revisers would not be agreed. I should be curious to see the result of the experiment of giving the same passage of Holy Scripture, *e.g.*, Psalm xvi., or Job xix., or any of those chapters of the Minor Prophets which Dean Stanley erred to be so unintelligible in our translation, to those who would be selected as the revisers, on these conditions:—First, that they should not consult together, but translate independently; second, that they should not simply follow any one favourite German commentator. I believe that the result would be—First, to introduce many more mistakes than it would correct; second, to make the version a mere battle-field for critics; third, to produce discomfort to all earnest readers (who are, after all, the most concerned); fourth, to dissatisfy every one."

COMMERCIAL INTELLIGENCE.

HONGKONG, MAY 25TH, EVENING.

The opium market shows a slight improvement. The following are the quotations:—New Patna, $500; old Patna, $535; new Benares, $470; old Benares, $515; Malwa, $450.

Sales in Shares have been 6 old Banks at 29 premium cash, 40 new Banks at 25 premium cash, 10 Hongkong Fires at $205 premium for cash, 45 do. for Shanghai market at $190 premium cash, and $210 premium for 30th June, 10 China Fires at $40 premium for 30th June.

The following fortnightly review of the market, is from the *Overland Trade Report* of this date:—

The position of this market is less satisfactory. The enquiry for most goods has been very limited, notwithstanding the reduced stocks, and even in those cases in which a fair demand is perceptible, holders turn it to very small account. For instance, there has been a good demand for Grey Shirtings, both 7 lbs. and 8¼ lbs., but sales of the former weight have continued to be made at the uniform rate of $2.374 per piece "to arrive," although almost every parcel offered has been taken up most readily by purchasers, while goods of the standard weight have been as eagerly quitted at $2.50 on the spot, and $2.374 to $2.50 "to arrive." Discouraged by the long-continued dulness, it appears as if holders feared to extinguish the very fair demand that now exists for these goods, and were consequently accepting less remunerative prices in the hope of fanning the flame. There is every probability that this enquiry, if left to itself, would increase from natural causes. Hence the rather fanning process is almost certain to augment it, and the prospects of Grey Shirtings are not unfavorable. On the other hand, there is no demand for any other goods. T-Cloths, Drills, Woollens, and in fact everything except the best known shops of Yarn, tend downwards. The enquiry for Eagle Chop Yarn, too, such as it is, requires to be enticed by the same means of obtaining from higher prices as those employed for Shirtings. As the demand for Yarn, however, is comparatively small, there is certainly nothing to warrant an increase of rates for the present, on the most legitimate principles of business. The arrivals during the fortnight with general cargoes have been the *Lily of Dacca* from Liverpool and *Barbara* and *Fiery Cross* from London, the first with a badly damaged cargo. The *Dunsail* is still at the bottom of the harbour, but her deck has been successfully blown up, and her cargo is being rapidly recovered by divers, and sold at auction. The prospects of complete telegraphic communication with Europe via Shanghai, which appear to be so rapidly approaching realisation, are very satisfactory as to their bearing on this market. The Suez Canal would have established a confusion which might have been very prejudical to the market, steamers arriving by that route almost as soon as telegraphic advices of their departures. Under these circumstances it is satisfactory to hear of the actual commencement of the undertaking which will smooth the difficulties, and "make these odds all even."

EXCHANGE.

ON LONDON:—

Bank Bills, at 6 months' sight, 4/8 to 4/9½

Credits, at 6 months' sight.... 4/9½

Documentary Bills, at 6 months' sight.....4/9½

Bank Bills on demand,.....4/11

ON SHANGHAI:—

Bank, 3 days' sight.....75

Private, 30 days' sight.....76

ON CALCUTTA.—Bank, 3 days' sight 231

" BOMBAY.—Bank, 3 days' sight 231

SHARES.

Hongkong Bank Shares, Old .....38 prem

" New .....25 prem.

H'kong & W'poa Dock.....5 dis.

H'kong C'ton & Macao Steam Boat Shares, ...34 prem.

Shanghai Steam Navigation Co., Tls. 4 prem.

China and Straits Steam Navigation, par, nom.

China Sea, Saigon, and Straits S. S. Co.,..... par, nom.

Union Insurance Society of Canton,.....$1,500, *ex. div.*

China Traders' Insurance Company's Shares, ...$1,650 to $1,700 prem.

Hongkong Fire Insurance Company's Shares .....$190 prem. per s.

Victoria Fire,.....$24 prem.

China Fire,.....$32 prem.

China & Japan Marine Insurance Tls. 3 prem.

Hongkong Gas.....$45 per share.

Hongkong Hotel Shares.....65 to 65 dis.

Indo-Chinese Sugar Co.,..$1 to 82 prem. per s.

Hongkong Distillery Co.....$40 prem. per s.

SALES ON 25TH MAY, 1870.

As reported by Chinese.

Sojan Wood, 3,500 piculs, at $1.40, by Fook Mow Loong to Hongkong merchant.

Sapan Wood, 300 piculs, at $1.11, by Fook Mow Loong to Fatshan merchant.

Yellow Wax, 20 piculs, at $51.00, by Fook Mow Loong to travelling merchant.

Yellow Wax, 30 piculs, at $52.00, by Fook Mow Loong to travelling merchant.

Rice, 1,000 piculs, at Tls. 1.27, by Kwong Chong Tai to Hongkong merchant.

Rice, 500 piculs, at Tls. 1.20, by Kwong Chong Tai to Hongkong merchant.

White Sugar, 265 bags, at $6.80, by Wing Chung Shun to Formosa merchant.

White Sugar, 320 bags, at $6.85, by Wing Chung Shun to Formosa merchant.

White Sugar, 365 bags, at $6.85, by Wing Chung Shun to Formosa merchant.

Elephants' Teeth, 6 pieces, at $100.00, by Kwong Wing Sing to Canton merchant.

White Paper, 30 reams, at $13.50, by Foreign to Hongkong merchant.

Notices of Firms.

NOTICE.

DURING my absence from Hongkong, Mr. DANIEL WARES SMITH is authorized to sign my name per procuration, and Mr. GEORGE FALCONER has consented to act as my Attorney.

W. H. BELL.

Daily Press Office,
Hongkong, 12th May, 1870.

MR. WALTER HYDE NOTLEY has been this day admitted a partner in our firm.

ROBERT S. WALKER & Co.

tf 874 Hongkong, 11th May, 1870.

NOTICE.

THE Undersigned has this day established themselves in this Colony under the Firm or Style of

D. L. NORONHA & Co.,

as Auctioneers and General Commission Agents.

DIOCLECIANO L. NORONHA.
BAZILIO LOPEZ.

1m 814 Hongkong, 2nd May, 1870.

NOTICE.

WE have this day established a branch of our House at Hankow.

The business at our Agencies in Tientsin, Kiukiang and Ningpo, will hereafter be conducted in the name of our firm by our recognized Agents in charge.

RUSSELL & Co.

tf 182 China, 1st January, 1870.

NOTICE.

THE interest and responsibility of Mr. NINIAN CRAWFORD, in our Hongkong firm, ceased on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted partners therein from the said day.

Our said firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.

LANE, CRAWFORD & Co.

3m 842 Hongkong, 4th May, 1870.

NOTICE.

THE Interest and Responsibility of Mr. S. FISCHER, in our Firm, ceased on the 25th of April, 1870.

FARRELMANN & FISCHER.

MR. G. FARRELMANN will carry on the Business on the same premises, under the Style and Firm of FARRELMANN & Co.

1m 805 Hongkong, 30th April, 1870.

NOTICE.

MR. FRANCIS GILMAN has been duly authorized to sign our Firm in China and Japan.

GILMAN & Co.

3m 813 Hongkong, 1st May, 1870.

NOTICE.

I HAVE established myself at this port as a Ship Broker and Commission Agent.

D. MUNRO.

tf 102 Amoy, January, 1870.

NOTICE.

MR. ARTHUR WELLESLEY WALKINSHAW was admitted a partner in our Firm on the 1st of January last.

TURNER & Co.

tf 522 Hongkong, 10th March, 1870.

THE interest and responsibility of Mr. WILLIAM PROUST in our Firm ceased on the 31st of Dec. 1868, and Mr. OTTO CHRISTIAN BEHR and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LARSEN and Mr. C. W. SIEGFRIED, have been authorized to sign our Firm per procuration.

W. PUSTAU & Co.

6m 14 China, 1st January, 1870.

NOTICE.

MR. THOMAS H. DE SILVER is admitted a partner in our firm from the 1st of October, 1869.

L. FRICKEL & Co.

tf 2902 Hongkong, 21st October, 1869.

NOTICE.

MR. W. SCOTT FITZ is this day admitted a partner in our firm. Mr. R. S. DANA retires, his interest ceasing on the 31st December last.

RUSSELL & Co.

tf 68 China, 1st January, 1870.

MR. FRITZ RAPP has been duly authorized to sign our firm, per procuration, from this date.

F. BLACKHEAD & Co.

tf 1166 Hongkong, 11th June, 1869.

NOTICE.

MR. H. H. WARDEN is admitted a partner in our firm from this date.

RUSSELL & Co.

tf 2311 China, 1st December, 1869.

NOTICE.

I HAVE this day established myself as a Public Accountant, Average Adjuster, and General Commission Agent.

C. LANGDON DAVIES.

tf 1243 Hongkong, 1st July, 1868.

LEONARD BARNES
GOVERNMENT UNDERTAKER.
(By appointment).

Funerals entrusted to his care will be properly and economically conducted.
Head Stones cut and erected.

Spring Gardens,
Opposite Messrs. Bull, Purdon & Co.

tf 755 Hongkong, 5th April, 1869.

GEORGE ELCHO,
MERCHANT AND LLOYDS' AGENT,
CALLAO AND LIMA,
PERU.

6m 2429 [Dec. 24

Vessels on the Berth.

FOR YOKOHAMA.

THE Steamship

"EASTERN ISLES,"

will have immediate dispatch for the above port.

For Freight and Passage, apply to
ARNHOLD, KARBERG & Co.

tf 937 Hongkong, 21st May, 1870.

FOR YOKOHAMA.

THE German steamer

"VULCAN,"

A. F. Christensen, Master, will meet with quick dispatch as above.

For Freight or Passage, apply to
SIEMSSEN & Co.

tf 969 Hongkong, 17th May, 1870.

FOR MANILA.

THE Spanish Barque

"ENCARNACION,"

Gardoqui, Master, will have quick dispatch as above.

For Freight or Passage, apply to
REMEDIOS & Co.

tf 829 Hongkong, 12th May, 1870.

FOR MELBOURNE, (*direct*).

THE British ship

"JOSHUA BATES,"

will have quick dispatch for the above port.

For Freight or Passage, apply to
ROZARIO & Co.

tf 670 Hongkong, 8th April, 1870.

FOR SAN FRANCISCO.

THE American ship

"SARDIS,"

Capt. Cunningham, will have dispatch for the above port.

For Freight or Passage, apply to
AUGUSTINE HEARD & Co.

2m 637 Hongkong, 4th April, 1870.

FOR FREIGHT OR CHARTER.

THE 4 I French Barque

"IDA,"

Captain Charlat, of 381 Tons Register, and about 9,000 piculs carrying capacity.

Apply to

GRÜN & Co.

tf 931 Hongkong, 10th May, 1870.

ROYAL HOTEL.

THE Undersigned having purchased the interest of the above establishment, begs to notify the Public of Macao and Strangers visiting this Colony, that it having been now greatly improved in every respect, and quite newly painted and fitted with every convenience, and business facilities increased, affords superior accommodation for the ensuing summer, and as the only establishment of the kind now existing in this place, he hops most respectfully to recommend it to the public patronage.

L. A. DE GRACA.

Macao, 1st May, 1870.

WITH reference to the above, I hereby declare that I do not hold myself responsible for any debts previously contracted by the former Proprietors of the above named establishment.

L. A. DE GRACA.

1m 843 Macao, 1st May, 1870.

B. J. DORSEY,
COMMISSION MERCHANT
AND
INSURANCE AGENT,
41 and 42, *Merchants' Exchange,*
CALIFORNIA STREET,
SAN FRANCISCO.

References—

ALLAN MCLANE, Esq., President, Pacific M. S. S. Co., New York.
LOUIS MCLANE, Esq., New York.
JOHN EADIE, Esq., President, United States Life Ins. Co., New York.
Messrs. BARRON & Co., San Francisco.
Messrs. C. ADAMS, LOW & Co., San Francisco.
T. A. HARRIS, Esq., Agent, P. M. S. S. Co., Hongkong.
GEO. E. LANE, Esq., Agent, Pacific M. S. S. Co., Yokohama.
GEO. F. BOWEN, Esq., Agent, Pacific M. S. S. Co., Shanghai.

1y 1337

VON BARGEN & Co.,
SHIPCHANDLERS & STOREKEEPERS,
SAIGON.

BEG to call the attention of Masters of vessels, and others visiting the above port, to their having constantly on hand every description of Shipchandlery and other Stores, which they supply at prices equal to those charged for at Hongkong and Singapore.

tf 494 Saigon, February, 1870.

A. FONG
PHOTOGRAPHER,
54, Queen's Road, Hongkong,

INVITES inspection of his large Collection of views of Foochow, Hongkong, and Canton.

tf 825 Hongkong, 3rd May, 1870.

NINGPO PILOT COMPANY.

MASTERS of Vessels bound to Ningpo, are informed that the Pilot Cutters *Naomi, Alarm*, and *Dido* will be found on the cruising ground in Chin-san Channel.

E. W. GALLES,
Agent.

23rd April, 1870. [3m 800

THE Business carried on under the name of TAI LOI CHAN, timber-trader and contractor's shop, at Queen's Road Central, was divided into four Shares, of which YEONG CHUS, PON YING HO, YEONG FOH, and YEONG TING were the partners. The Business has been established since the second year of Tung-chi, but lately in consequence of loss of principal, the first three partners have, in the first moon of the present year, transferred their own Shares and their interest to YEONG TING. Debts contracted by TAI LOI CHAN in future are to be settled by YEONG TING, and the undersigned will not hold themselves responsible for them after the settlement of accounts, each of the undersigned has contract of transferment.

YEONG CHUS.
PON YING HO.
YEONG FOH.

2w 913 Hongkong, 17th May, 1870.

F. D. WALKER & CO.,
SHIP BROKERS
AND
GENERAL SHIPPING AGENTS.
No. 24n, YOKOHAMA,
JAPAN.

1y 641] [Ap. 4

E. R. HANDLEY,
(LATE PATTERSON & HANDLEY),
HOUSE & SHIP PLUMBER, COPPERSMITH,
BRASSFOUNDER, AND GAS FITTER.
70P, PRAYA WEST,
Next to the P. & O. Coal Stores.

tf 1014 Hongkong, 4th April, 1870.

FOR SALE,
Arrived per "Isles of the South."
BROADWOOD & SONS PIANOFORTES
in Solid Mahogany.
1 SEMI-GRAND,
1 COTTAGE-GRAND, } Selected for this climate.
1 COTTAGE (upright,)
For particulars, address A.B.O., care of this paper.

tf 239 Hongkong, 19th February, 1870.

FOR SALE,
CHAMPAGNE:—
RODERERER CARTE NOIR.
ROEDERER CARTE BLANCHE.
ROEDERER CARTE BLANCHE DOUX.
ROEDERER GLADIATEUR.
SANDER & Co.
Sole Agents for Hongkong and China.

tf 1094 Hongkong, 3rd September, 1869.

FOR SALE.
DRAUGHT PORTER, in Kilderkins.
Apply to
HOWARD HODGES.

THATHAM'S BRANDY in 1 doz. cases.
" SHERRY " 3 "
" PORT " 2 "
" CLARET " 1 "
BIRLEY & Co.

WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *Endicott's Lane*, and that he has always a great quantity of Best COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.

1y 558 Hongkong, 22nd March, 1870.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Dispatched.
SAN FRANCISCO	Sardis	Cunningham	Hongkong	Augustine Heard & Co.	Quick dispatch.
MELBOURNE & SYDNEY	Joshua Bates		Hongkong	Rozario & Co.	Quick dispatch.
MANILA	Encarnacion	Gardoqui	Hongkong	Remedios & Co.	Quick dispatch.
Do.	Mars (str.)		Hongkong	Augustine Heard & Co.	On the 28th inst., at 4 P.M.
YOKOHAMA	Vulcan (str.)	A. F. Christensen	Hongkong	Siemssen & Co.	Quick dispatch.
Do.	Eastern Isles (str.)		Hongkong	Arnhold, Karberg & Co.	Quick dispatch.
SHANGHAI	Mahsona (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.
SWATOW, AMOY & FOOCHOW	Formosa (str.)		Hongkong	P. & O. S. N. Co.	On the 28th inst., at 4 P.M.
Do. Do. Do.	Kwang-Tung (str.)	Pitman	Hongkong	Douglas Lapraik & Co.	Quick dispatch.

For Sale.

SAYLE & CO.,
VICTORIA EXCHANGE,
LINEN DRAPERS, SILK MERCERS,
TAILORS, HABERDASHERS,
OUTFITTERS, &c., &c.

Would call attention to their undermentioned Departments, which are now unusually well assorted with their new designs for the Spring Trade.

CLOTHS and TAILORING DEPARTMENT.
BLACK AND BLUE BROAD CLOTHS AND DOESKINS.
NAVAL AND MILITARY CLOTHS.
FANCY DOESKINS, TWEEDS, 6/4 COATINGS,
And a large Assortment of the newest designs in suit lengths only.
PLAIN AND FANCY FLANNELS.
WHITE DRILLS & MARSELLA.
FANCY AND PLAIN COLORED DUCKS.
WHITE AND COLORED DUCKS.
QUILTINGS AND VESTINGS.

The Cutting Department under the superintendence of practical West End CUTTERS.

HOSIERY.
GENTLEMEN'S COTTON, LISLE, & SILK SOCKS.
in every size.
LINEN COLLARS,
in all the newest shapes.
WHITE AND COLORED PAPER COLLARS.
GENTLEMEN'S INDIA GAUZE, MERINO, SILK & WOOL, & SILK UNDER VESTS.
LONG CLOTH AND CRIMEAN SHIRTS.
A large Assortment of PAJAMAS.
SILK & CAMBRIC HANDKERCHIEFS.
SCARVES AND TIES,
of the newest designs.
HATS.
GENTLEMEN'S BLACK PARIS, DRAB, BEAVER, AND FELT HATS.
BLACK AND DRAB STIFF AND SOFT FELTS.
NAVY AND SCOTCH CAPS.
STRAW HATS.
WALKING STICKS AND UMBRELLAS.
DAMASK TABLE CLOTHS & NAPKINS, in all sizes.
8/4 and 10/4 DAMASK, by the Yard.
WHITE & BROWN TURKISH TOWELS AND BATH SHEETS.
LINEN AND COTTON SHEETINGS.
QUILTS AND COUNTERPANES.
MUSLIN AND LACE CURTAINS.
WORSTED DAMASKS AND REPS.
VICTORIA, REP, PRINTED AND EMBROIDERED TABLE COVERS.
BLANKETS, MOSQUITO NETS.
MATS AND MATTINGS.
OIL CLOTH.
LEATHERS AND FLOOR CLOTHS.

BRANCH ESTABLISHMENT,
CORNER OF NANKIN AND SZECHUEN ROADS, SHANGHAI.

FOR SALE,
Ex Late Arrivals.

AN Invoice of very superior WINES, received from Cette, in casks containing 6 to 7 dozen, viz:—

Old Lagrimas Wine, $3 per dozen } Breakfast
St. George do. $2½ do. } Claret.
Sauternes do. $3 do.
Sherry do. $5 do.
Oporto do. $6 do.

Apply to RAYNAL & Co.

tf 892 Hongkong, 14th May, 1870.

FOR SALE.
100 BRASS BOILER TUBES, 5 ft. 3 in. by 2¼ inches.
Apply to the undersigned.

J. M. ARMSTRONG,
Auctioneer and General Commission Agent,
Commercial Bond Buildings, Queen's Road.

tf 485 Hongkong, 10th March, 1870.

SELLING OFF! SELLING OFF!
RETIRING FROM BUSINESS.
MUST BE CLOSED ON 1ST MARCH, 1870.

A. ULLMANN begs respectfully to inform his friends and the Public of Hongkong, that he is selling off his valuable Stock of Clothing, Fancy Goods, Jewellery, Watches, Chains, Perfumery, and other Articles at ridiculous prices, in consequence of his retiring from business. The above stock comprises a fine assortment of new goods, ex late arrivals, also a superior stock of Japanese Ware.

All outstanding accounts must be paid, and all claims collected, before the above date.

Nos. 96 and 98, Rue de l'Entrepôt,
Queen's Road Central, Hongkong.

tf 1580 Hongkong, 18th August, 1869.

FOR SALE.
CHAMPAGNE, of Julien Mumm & Co., and De St. Marceaux & Co., in qts. and pts.
SHERRY, Chillingworth's, Ritchie, London Clubs, and other brands.
DRAUGHT ALE, of Allsopp's, Dawson, and Younger.
BOTTLED ALE, of Bass and Allsopp.
STOUT, in quarts and pints.
Also,
Small Invoices of WIRE ROPE, Boiler and Roofing Felt. Apply to
ROB. S. WALKER & Co.

tf 1496 Hongkong, 7th August, 1869.

FOR SALE,
Arrived per "Isles of the South."
BROADWOOD & SONS PIANOFORTES
in Solid Mahogany.
1 SEMI-GRAND,
1 COTTAGE-GRAND, } Selected for this climate.
1 COTTAGE (upright,)
For particulars, address A.B.O., care of this paper.

tf 239 Hongkong, 19th February, 1870.

FOR SALE,
CHAMPAGNE:—
ROEDERER CARTE NOIR.
ROEDERER CARTE BLANCHE.
ROEDERER CARTE BLANCHE DOUX.
ROEDERER GLADIATEUR.
SANDER & Co.
Sole Agents for Hongkong and China.

tf 1094 Hongkong, 3rd September, 1869.

FOR SALE.
DRAUGHT PORTER, in Kilderkins.
Apply to
HOWARD HODGES.

THATHAM'S BRANDY in 1 doz. cases.
" SHERRY " 3 "
" PORT " 2 "
" CLARET " 1 "
BIRLEY & Co.

WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *Endicott's Lane*, and that he has always a great quantity of Best COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.

1y 558 Hongkong, 22nd March, 1870.

Intimations.

QUICK TIME AND CHEAP FARES!
FROM
CHINA AND JAPAN
TO
NEW YORK AND LIVERPOOL!

THE GREAT OVERLAND ROUTE
VIA
CENTRAL PACIFIC RAILROAD,
Is now in complete running order from
SAN FRANCISCO
TO THE
"ATLANTIC SEA BOARD."

THROUGH EXPRESS TRAINS
LEAVE SAN FRANCISCO DAILY!

Making prompt connections with the several Railway Lines in the Eastern States for all the Cities of the UNITED STATES and CANADAS, and connecting at

NEW YORK
With the several Steamer Lines to
ENGLAND, FRANCE,
AND ALL EUROPEAN PORTS.

THROUGH TIME GOING EAST. From San Francisco to Omaha, 4 days and 7 hours; to CHICAGO, 5 days and 7 hours; to NEW YORK, Seven Days!

SILVER PALACE SLEEPING COACHES,
SECOND TO NONE IN THE WORLD!

Are Run Daily, from SAN FRANCISCO to NEW YORK and intermediate points. These DRAWING ROOM CARS by day, and SLEEPING CARS by night, are unexcelled for comfort and convenience to the passenger while en route—combining the elegance of a private parlor and all accommodations pertaining to a well furnished chamber, with Comfortable Couches, Clean Bedding, &c. A competent Porter accompanies each Car to attend to the wants of our patrons.

CHILDREN not over Twelve (12) years of age, Half Fare; under Five (5) years of age, FREE. 100 POUNDS OF BAGGAGE (per adult passenger) FREE. 50 POUNDS OF BAGGAGE (per child between 5 and 12 years of age, FREE.

EXTRA BAGGAGE (over 100 pounds) between Sacramento and Omaha (Currency) $15 per 100 pounds.

THROUGH TICKET OFFICE:
415, CALIFORNIA STREET,
SAN FRANCISCO.

THROUGH FREIGHTS from SAN FRANCISCO to NEW YORK and other Eastern Cities, contracted through at low rates.

MARK GOODS "CARE O. P. R. R."

A. N. TOWNE,
General Superintendent.

T. H. GOODMAN,
General Passenger Agent. [1914

NOTICE.

LES Bureaux du Consulat de France sont actuellement transférés au No. 4, Alexandra Terrace.

Pour Le Consul de France, Le Chancelier,
OH. L. DE LA FOREST.

tf 510 Hongkong, 14 March, 1870.

NOTICE OF REMOVAL.

THE Office of the Undersigned is this day REMOVED to No. 36, *Queen's Road*, opposite Messrs. G. FALCONER & Co.'s premises.

T. B. HOOPER,
Surveyor to French Lloyds, &c., &c.

tf 803 Hongkong, 30th April, 1870.

GEORGE GLEESE,
(FIVE YEARS MANAGER TO KINSFORD & Co., PICCADILLY LONDON, AND 28, PLACE VENDOME, PARIS),
ENGLISH AND FOREIGN CHEMIST
VICTORIA DISPENSARY,
HONGKONG.
SHIPS' MEDICINE CHESTS
SUPPLIED AND REPLITTED.

tf 2036 Hongkong, 3rd September, 1867.

UNDER the Distinguished Patronage of His Excellency The GOVERNOR and Lady MACDONNELL,

MR. W. P. FLOYD

Begs to announce that his Photographic Gallery has been RE-OPENED by His Excellency Sir K. G. MACDONNELL, C.B., and Lady MACDONNELL, on the Corner of *Wyndham* and *Well

Extracts.

Albert-Edward to Alfred.

(Madras Mail, April 14.)

We have once again been graciously honored with a copy of a letter that no loyal subject of Her Majesty can fail to read without mingled feelings of affection and curiosity. Monarchy has naught to fear so long as the correspondence of Princes is so guileless and so unsophisticated:—

LONDON, 4th March, 1870.

MY DEAR ALFRED,—We were delighted to hear your long letter from Calcutta. It seems so strange to hear from you in India. I have not much cared to go to India myself, but now you have been there, and like it so well, I hope I may go too some day, provided always that *La Mère approves*. I am so glad you were well treated by Mayo. He used to come here to dinner now and then, and Bertie was fond of him, but I did not see very much of him. One cannot hope to know everybody well. The Countess is a quiet *petite* body, with not much to say, yet pleasant. She is rather a crony of Alex. Theophilos you have seen are very pretty and well done. That one of the Parsee Baronet Geesphoy Jamjeet, or some such name, is capital. But what a hat, how is it stuck on! Some of the swell chiefs are not ever pretty, and I hope Mayo will keep his eye on one or two of them who have a nasty scowl on their brows. Tennyson dined with us last night, and when I showed him the pictures he raised his eyes to the heavenlies, and—spouted. What he said was *good* of its kind, and went a long way. Blandford affirms the whole lot of chieftains duffers, but Blandford is a rather hasty observer sometimes. Lawrence, then, had a look, and you'd have laughed, as did Alex. at seeing him scowl at the scowling looking natives, whom he recognized as possibly troublesome acquaintances of old. Lawrence could be a rather nasty customer at times I fancy. He is as shabby as ever in his dress, and comes down to the House in a seedy frock and bags that I would drive poor Poole into fits. Do all old fellows in India look so cross and crusty, and do they all affect shocking bad hats? It always seems to me that those who return home are clever looking men, and all that, but are not as pleasant as they might be. There's George Campbell, now, he came here the other day, as Argyll asked me to invite him. He is a very tall, lean man, and looks awfully wise, but he frowns like mad, and could'nt smile, I fancy, if he tried. Bertie has called him "bozey" to his face, and Alex. blushed crimson, and sent him to bed to prevent similar remarks on "men of the period." Huntley declares solemnly that people in India work all day, and amuse themselves by working all night, and get up before dawn to work again. If so, India would not quite suit me, nor a certain brother of mine in the House Marines who shall be nameless and blameless.

Blameless! people here say I am not. That Mordaunt business has given us a great deal of annoyance as you may imagine. But, as I had done nothing to be ashamed of, I did not see why I should have my mouth gagged. *La Mère* begged Mordaunt to leave my name out of the proceedings. He wouldn't though, and I am not sorry now, as all kinds of rumours got about, which I pumped out of Harris, with difficulty. So I told Gladstone I wished to be examined when the case came on; and he consulted the other Ministers, and went down to Windsor and so on, until at last it was agreed that the best course would be to take the public into our confidence. It was rather an unpleasant ordeal in Court, not so bad as I expected, as Penzance was civil, and so were the lawyers. I told them exactly the truth, keeping to counsel Hatherly's advice to be brief and to the point. The papers have been down upon me of course, the *Times* thinking it worth while to read me a lecture. But I am getting accustomed to this kind of thing, and if it pleases the papers they are welcome. Alex. doesn't like it, but she can't suggest a remedy for the nuisance, any more than I can. If I hunt and shoot I am called a butcher or a dolt, and if I exert the great influence in public matters I am told I am not yet entitled to do so. Then poor father's name is constantly held up, and I am told to follow his example. Just as if my position is the same as was his. I must not do this or that, I must always be good, because he was so good. I wonder if other men are always thinking of their fathers who died long ago. I know some fellows who do not seem quite certain whether they ever had a father. Yet here, nine years after poor father's death, I am still expected to sit in sackcloth and ashes in his memory. Really it is hard lines, and I am getting weary of it, and so is Alex. You often say you would like to change places with me. But you would regret doing so, old boy, could we get our friends—and foes—at Westminster, to agree to the little arrangement. I assure you I often think when I am in the train, hurrying past the snug houses of the gentry round London, and see how jolly they themselves look, that they need not envy me my lot. Nor need you, for as that part Thyra says, "Alfred is too good to be a king." You had a narrow escape once, and George rushed in where you dared not tread. Poor George, the Greeks are a tiresome lot, and don't know when they are well off.

I hear you are going to Madras. I don't know much of Lord Napier, but his handsome wife is intimate with *La Mère*, and is a very agreeable and well informed person. India must be a grand place, and by the time Bertie Junior is in his teens I dare say there will be a direct railway to Calcutta. Bertie Junior is still soon enough. But on one condition, namely, that he is not mounted on an untamed steed on his arrival at Calcutta. It was too bad of Mayo risking a spill in your case. He quite across country himself in the style, but perhaps after a cruise half round the world, he might find his sea-legs a trifle stiff when astride of a restive Arab. Had you had a *puri* in such goodly company *The Times* is sure as fate, would have read you a lecture. But possibly they have no carriages in Calcutta, and the choice lay between a palanqueen like that at the British Museum and horseback. I don't know much about Calcutta or Bombay, as I do of Madras. Harris needs little inducement to talk about it. He says the newspapers there are simply abominable, and complains bitterly of their joking him about being "barristocratic!" He speaks in high terms of the quarters you will occupy, and is sure Kanger will make you comfortable. You must let me know all about the place when you get there.

Nothing much is going on here. We often go to the theatres, and I hunt and shoot now and then. There's some idea of our going to Ireland in the autumn, but Alex. doesn't like it, as she says we are not called upon to run in the way of being shot. Ireland is in a bad way, and Gladstone is very anxious about it all. I dare say the Irish know what they want, which is more than I do. It is a pity they are so discontented, and the shooting at landlords from behind hedges is really too bad. For all that I would willingly spend the summer or autumn in Ireland, and knock about a bit, and take my chance, if it would do any good. I can't see, if there are any Irishmen who would like to shoot me, why they should not do so in London, instead of waiting until I take the trouble of visiting their own country. I don't mean to say I'd like to be shot, far from it, as I am a great believer in unbroken bones; but one can't be over nice now a days. Besides, I am getting a bit tired of my life here, and would like to assist in making friends with the Irish who are excellent fellows at heart, and the best soldiers in the world. Are they equally good sailors, think you? Children does not think so, and I suppose he ought to know all about it.

You will, I hope, be at home by July, and if we are then in England you must contrive to warm your new room at Sandringham. The house is nearly finished, and will be very nice indeed. We are as fond of it as ever, the neighbourhood is so quiet, and one can go about without any danger of pulling off the brim of one's hat in returning bows, are returning home. The plantations are growing up cosily, too, and the banks of the new lake are already covered with grass. In the centre of the lake is an island, with a Chinese summer house, my special resort in the evenings, as Alex. dislikes tobacco smoke as much as ever. The billiard room is a great improvement on the old one, and is large enough for three tables. The stag like are rather too far from the house, I think, and too near the Bachelors' Lodge, but Alex. would have them placed in a corner where they would look pretty, and the effect from the lake is certainly good. She has capital taste.

We have good news from Arthur. He seems to like the Yankees. The climate of Canada suits him, and as he is so fond of skating, it does not first time pass slowly. Canada is one of the few places, I believe, that Alfred the Great Traveller has not seen. You should go there some day. I like the place and people much. But how glad you must be to think that you haven't yet quite seen all the world. Birch always growled over your ignorance of geography; but now you should be able to birch, Birch. He is a dear old fellow, and seems so happy in his new living. He is not ambitious, but one of these days I hope he will be made a Bishop. If a mitre won't spoil him. Well get him over to Sandringham when you come back, and you shall drive him mad with geographical puzzlers, while I'll smoke with you both dry—and then we'll all liquor up on the island.

Alex. sends her love, so does Bertie, who is getting so cheeky that I have serious thoughts now and then about calling in the Usher of the Black Rod to do the needful—but be assured, the execution, if unavoidable, shall be instrumental. Joking apart, he is good little chap, and grows space, as do the other chicks. But I know you happy bachelors can't sympathize with a parent of five bairns. Alex. says "bachelors are so selfish," and I agree with her, but Thyra won't hear a word against your lot. But of course you care not a fig what Thyra says, and you will pardon the simplemindedness of "sweet seventeen." She grows prettier than ever, but more like Dagmar than Alex. *Tous vôtres.* Regards to Fitz-George, and take care of yourself, old fellow.—Your affectionate brother,

BERTIE.

Houses, Lands, Tenements, &c.

TO LET.

TO LET,
With possession on the 1st proximo.

FOUR desirable six roomed two storied Dwelling Houses, with commodious Out Offices. Apply to

DOUGLAS LAPRAIK & Co.

tf 934 Hongkong, 20th May, 1870.

TO LET,
With immediate possession.

A GOOD and LARGE HOUSE on the Praya Grande, at Macao.

For particulars, apply to

Monsieur P. DAVID, Consul de France, Canton;
E. CARNEIRO, at Macao.
And here, to A. R. VAUCHER.

tf 919 17th May, 1870.

TO LET,
(With immediate possession)

NO 1, Pechuli Terrace, *Elgin Street*. Apply to

LANE, CRAWFORD & Co.

tf 802 Hongkong, 20th April, 1870.

TO LET.

THE Spacious Family Residence in *Bonham Road*, lately occupied by H. McMunoo, Esq., with Stabling and Garden attached, Gas and Water laid on over the House and Offices.

The Houses, No. 2, 3, 4, and 5, West Terrace, *Caine Road*, containing 4 Rooms each, with Bath Rooms, Outhouses, &c. Apply to

THOMAS WALLACE,
East Point.

tf 789 Hongkong, 27th April, 1870.

TO LET,
From 1st June, 1870.

HOUSE No. 10, *Arbuthnot Road*, known as "The Bay View." Water and Gas laid on, and with immediate possession.

HOUSE No. 14, *Wyndham Street*, Water laid. Apply to

J. A. DE CARVALHO.

tf 774 Hongkong, 25th April, 1870.

TO LET,
Detached.

NULLAH SIDE, *Bonham Road West*, containing 8 Rooms, Garden and Croquet Ground. Water Laid on. Apply to

THOS. W. BARRINGTON,
47, *Wyndham Street.*

tf 740 Hongkong, 20th April, 1870.

TO LET.
Possession on 1st May.

THE Offices at present in the occupation of R. McMUEDO, Esq. Apply to

THOS. HUFF & Co.

tf 667 Hongkong, 8th April, 1870.

TO LET,
(From 1st April next.)

THE Commodious Residence known as Bigin House, in Caine Road West, formerly occupied by Capt. Gillson.

For particulars, apply to

DOUGLAS LAPRAIK & Co.

tf 488 Hongkong, 10th March, 1870.

TO LET.

FIRST-CLASS Granite GODOWNS, at *Wanchai*, from 12 to 30,000 piculs capacity. Apply to

E. R. BURROWS & SONS.

tf 1790 Hongkong, 17th September, 1869.

TO LET.
With immediate possession.

THE HOUSE and OFFICES, No. 4, *Gough Street*, lately occupied by Messrs. A. WILKINSON & Co. Apply to

GIBB, LIVINGSTON & Co.

tf 1957 Hongkong, 15th October, 1868.

TO LET.
With immediate possession.

NO. 4, Peohlli Terrace, *Elgin Street*. Apply to

LANE, CRAWFORD & Co.

tf 1868 Hongkong, 30th September, 1869.

TO BE LET.
With Possession on 1st Oct. next.

THE HOUSE and OFFICES, No. 2, *Gough Street*, at present occupied by Messrs. KIRCHNER, HOORE & Co. Apply to

GIBB, LIVINGSTON & Co.

tf 1274 Hongkong, 1st July, 1869.

TO LET,
(With immediate possession.)

SEVERAL Strong commodious GODOWNS, very conveniently situated on Marine Lot No. 63, between Messrs. JOHN BURD & Co.'s premises and Messrs. GIBB, LIVINGSTON & Co.'s Wharf.

For Particulars, apply to

A. McLEOD,
At Messrs. GIBB, LIVINGSTON & Co.

tf 820 Hongkong, 29th April, 1869.

TO LET,
(With immediate possession),

THE commodious three storied HOUSE, No. 1, *Wyndham Street*, lately in the occupation of Messrs. BONNETT & Co. Apply to

DOUGLAS LAPRAIK & Co.

tf 2348 Hongkong, 13th December, 1869.

THAT commodious family residence in *Bonham Road*, known as "Persepolis," containing 12 Rooms, besides basement story, Bath rooms, Coach House and Stable, Gas and Water laid on.

Also, Croquet ground, Flowerand Vegetable garden. Apply to

THOS. W. BARRINGTON,
47, *Wyndham Street.*

tf 1080 Hongkong, 4th June, 1869.

LIGHTERAGE AND STORAGE.

THE Undersigned will undertake to land Cotton, Rice, Coals, and other Merchandise in their own Boats, and to receive the same on storage in first class GRANITE GODOWNS on moderate terms.

ROBT. S. WALKER & Co.

tf Hongkong, 4th March, 1867.

TO LET.
(With possession on 1st January next).

THE very desirable Business PREMISES, situated the corner of *D'Aguilar Street* and *Wellington Street*, at present occupied by Messrs. A. Boyer & Co. Apply to

DOUGLAS LAPRAIK & Co.

tf 2347 Hongkong, 13th December, 1869.

HOUSES TO LET.

IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at No. 47, *Wyndham Street.*

THOS. W. BARRINGTON.

tf 642 Hongkong, 11th March, 1867.

TO LET,
(With immediate possession).

A BUNGALOW at *Pokefulam*. Apply to

LANE, CRAWFORD & Co.

tf 1653 Hongkong, 1st September, 1869.

NOW READY.

BOUND VOLUMES of the TRADE REPORT for the year 1869. Price $10.

Apply at the *Daily Press* Office.

Hongkong, 1st January, 1870.

PUBLISHED BY AUTHORITY.

THE official Notes and Evidence in the proceedings of the NAVAL COURT OF INQUIRY, as to the collision between the U.S. Corvette *Oneida* and the P. & O. Steamer *Bombay*.

A few copies have been forwarded to the *Daily Press* office, on sale, and may be had on application. Price 50 cents.

tf 467 Hongkong, 8th March, 1870.

Insurances.

ROYAL INSURANCE COMPANY.

SECURITY
SHOULD BE THE FIRST CONSIDERATION IN INSURANCE TRANSACTIONS.

THE Directors of the Royal Insurance Company have the pleasure of supplying the following information to the public, as evidence of the ample security they afford to their assurers:—

THE CAPITAL

of the Company, available for the purpose of meeting any unusual calamity happening to the Assured, is

TWO MILLIONS STERLING.

The amount actually paid up is £238,495. Thus, the invested resources of the Company upwards of ONE MILLION SIX HUNDRED THOUSAND POUNDS, which amount is invested as follows:—

Invested Funds of the Royal Insurance Company, 30th June, 1869.

Real Property owned by the Company	£210,571 11 3
Mortgages on Freehold Property £3,000 Reduced, 3 per cent.	3,000 0 0
India Government 5 per cent. Debentures	28,965 1 3
English Railway Debenture Bonds	100,000 0 0
First-class English Railway Preference and Guaranteed Stocks	59,090 17 7
Loans to Local Authorities of various towns in Great Britain, who have obtained the sanction of the Secretary of State to borrow the amounts	335,476 11 11
Bonds of the Mersey Docks and Harbour Board	145,509 12 6
Bonds of the British and Irish Magnetic Telegraph Co.	62,341 14 8
Bonds of the Liverpool Corporation	16,000 0 0
United States Government Stocks	5,160 0 0
Canada Bonds and Canada Dominion Stock	101,330 7 10
Short Loans on first class English Dividend paying Stocks, with margins from 20 to 50 per cent. on market values	31,105 11 5
Loans on Security of Life Policies	477,195 0 0
	63,938 8 5
	£1,672,356 16 11

The above is a complete list of the Investments of the Company at the date specified, in addition to which the funds are still further increased, by amounts constantly varying, at different periods, in the hands of the Bankers and the Company's Agents.

At 31st Dec. 1868, these stood at £168,089 2 0

For the satisfaction of the Public, the whole of the Securities belonging to the Company are annually submitted to the careful scrutiny of two independent Auditors, and the following is an Extract from their Report to the last Annual Meeting:—

"The whole of your Books have been Audited—every Document, every Security—every Bank-book, and every Security—all have been most carefully kept, and there is not one doubtful Security in the whole."

THE ACCUMULATIONS OF THE LIFE DEPARTMENT,

After payment of Losses, Annuities and Expenses of every description, have been as follows:—

Funds in Hand at the last Quinquennial Valuation, 31st Dec. 1864	£621,434 15 5
Added to 31st December, 1868	103,146 7 3
" " " 1867	124,135 7 8
" " " 1866	128,583 5 10
" " " 1865	144,945 12 2
Total Accumulation of the Life Department on 31st December, 1868, exclusive of Shareholders' Capital	£1,122,275 8 1

The Directors also think it desirable to State that THE BUSINESS OF THE "ROYAL" HAS NEVER BEEN AMALGAMATED WITH THAT OF ANY OTHER COMPANY.

And that the LIABILITY of its Shareholders is UNLIMITED.

ROB. S. WALKER & Co., *Agents.*

2173 Hongkong, 6th November, 1869.

THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.

No. 11, LOMBARD STREET, LONDON, E.C.
ESTABLISHED 1821.
And empowered by special Acts of Parliament.

Subscribed Capital—2,000,000, Sterling.

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.

OLYPHANT & Co.

tf 2317 Hongkong, 7th December, 1869.

HAMBURG BREMEN FIRE INSURANCE COMPANY.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	of the annual rate	
Not exceeding 1 month	¼	do. do.
Above 1 month, and not exceeding three months	½	do. do.
Above 3 months, and not exceeding six months	¾	do. do.
Above six months the full annual rate.		

WM. PUSTAU & Co., *Agents.*

tf 1867 Hongkong, 30th August, 1869.

NOTICE.

SUN FIRE OFFICE.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month	of the annual rate	
Above 1 month, but not exceeding	¼	do. do.
Above 3 months but not exceeding	½	do. do.
Above 6 months the full annual rate.		

A. G. HOGG & Co.
Agents, Sun Fire Office.

tf 676 Hongkong, 9th June, 1869.

IMPERIAL FIRE INSURANCE COMPANY

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents.	½ per cent.
Other dwelling Houses, and strictly as such, and their contents.	¾ per cent.
Godowns, Offices, Shops, &c., and their contents.	1 per cent.

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company

tf 864 Hongkong, 7th March, 1865.

FORBES & Co.'s CONSTITUENTS INSURANCE COMPANY,
AND
BOMBAY INSURANCE COMPANY

THE Undersigned having been appointed Agents for the above Companies, are prepared to accept risks on the usual terms.

GIBB, LIVINGSTON & Co.

tf 399 Hongkong, 26th February, 1868

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents.	½ per cent. per annum
Other dwelling Houses and strictly as such, and their contents.	¾ "
Godowns, Offices, Shops, &c., and their contents.	1 "

GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.

tf 886 Hongkong, 16th March, 1865.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Carpecs of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of £50,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

Insurances.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

HEAD OFFICE IN LONDON
No. 7, Royal Exchange, Cornhill, E.C.
WEST END OFFICE—*No. 7, Pall Mall, S.W.*

RICHARD BAGGALLAY, Esq.—*Governor*
JAMES HOLYTH, Esq.—*Sub-Governor.*
EDWIN GOWER, Esq.—*Deputy-Governor.*

DIRECTORS.

Nathaniel Alexander, Esq.
John Alex Archibald, Esq.
Henry Bonham Bax, Esq.
Edward Budd, Esq.
Alfred D. Chapman, Esq.
Mark Wilks Collett, Esq.
Sir Frederick Currie, Bart.
T. G. Dalgety, Esq.
Bonamy Dobree, Esq.
John Gutzwiler, Esq.
G. L. Mark Gibbs, Esq.
Robert Gillespie, Esq.
Henry Thomas Hanbury, Esq.
J. C. Guthrie, Esq.
John Alex. Hankey, Esq.
Louis Huth, Esq.
Charles Lyall, Esq.
John Orll, Esq.
Capt. R. W. Polly, R.N.
Harry Powell, Esq.
William Rennie, Esq.
P. P. Robertson, Esq., M.P.
W. Bryce Watson, Esq.
Lesbock Prasch Wilson, Esq.

SECRETARY.
JOHN LAURENCE, Esq.

THE CORPORATION of the LONDON ASSURANCE have appointed Agents for the issue of Policies for Marine Assurances in INDIA and CHINA as follows:—

Bombay—Messrs. EWART, LATHAM & Co.
Madras—Messrs. ARBUTHNOT & Co.
Calcutta—Messrs. MACKILLOP, STEWART & Co.
Hongkong—Messrs. HOLLIDAY, WISE & Co.
Shanghai—Messrs. HOLLIDAY, WISE & Co.
Mauritius—Messrs. HOLLIDAY, WISE & Co.
Singapore—Messrs. BUTTS BROTHERS & Co.

The undersigned are prepared to issue Policies of the Corporation of the LONDON ASSURANCE, payable either here, in LONDON, at any of the above-named Agencies, and also at

Melbourne, Victoria—
Messrs. DALGETY, BLACKWOOD & Co.
Launceston, Tasmania—
Messrs. DE CROZ, NICHOLS & Co.
Hobart Town—
Mr. LAWRENCE ROPER.
Adelaide, S. Australia—
Messrs. ELDER, SMITH & Co.
Sydney, New S. Wales—
Messrs. FAHNING, GRIFFITHS & Co.
Dunedin, Otago, New Zealand—
Messrs. DALGETY, RATTRAY & Co.

HOLLIDAY, WISE & Co.

tf 116 Hongkong, 31st JANUARY, 1869.

LONDON ASSURANCE CORPORATION

LIFE ASSURANCES.

THE Undersigned are authorised to issue Life Policies for sums not exceeding £5,000.

HOLLIDAY, WISE & Co.

tf 1959 Hongkong, 15th October, 1868.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

THE LONDON ASSURANCE CORPORATION.

THE Undersigned having been appointed AGENTS for the above CORPORATION are prepared to grant FIRE AND MARINE INSURANCE on the usual terms.

HOLLIDAY, WISE & Co.

tf 3025 Hongkong, 27th December, 1867.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorized to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

W. MACAULAY, *Agent.*

tf Hongkong, 1st July, 1867.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—

Detached and semi-detached Dwelling Houses (removed from the town) and their contents	½ per cent.
Other Dwelling Houses (similarly situated) and their contents	¾ per cent.
Offices and Godowns and their contents	1 per cent.

Other Risks by Special arrangement.

The following rates will be charged for SHORT PERIOD Policies:—

Not exceeding 10 days	1/8 per cent.	
Not exceeding 1 month	1 month 1 per cent.	
Above 1 month, and not exceeding	¼	" "
Above 3 months, and not exceeding	½	" "
Above 6 months, the full annual rate of 1		

ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company.

tf 1718 Hongkong, 13th September, 1869.

HONGKONG INSURANCE COMPANY, 1868.

THE undersigned having been appointed Agents of the above Company, are prepared to issue Marine Policies on the usual terms to the extent of £10,000, on any first class risk.

A. G. HOGG & Co.

tf 538 Hongkong, 17th March, 1869.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	of the annual rates	
Not exceeding 1 month	¼	do. do.
Above 1 month, and not exceeding three months	½	do. do.
Above 3 months, and not exceeding six months	¾	do. do.
Above six months the full annual rate.		

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.

tf 678 Hongkong, 26th August, 1869.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	of the annual rate	
Not exceeding 1 month	¼	do. do.
Above 1 month, and not exceeding three months	½	do. do.
Above 3 months, and not exceeding six months	¾	do. do.
Above six months the full annual rate.		

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.

tf 675 Hongkong, 13th August, 1869.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 6th March, 1868.

MERCHANT'S MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

GUARANTEED EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms.

OLYPHANT & Co.

tf 1292 Hongkong 2nd July, 1869.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

Insurances.

PACIFIC INSURANCE COMPANY, SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.

RUSSELL & Co.

tf 366 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.

RUSSELL & Co.

tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

In addition to the usual brokerage, this Association returns to the assured *Twenty per cent. of its yearly profits*, divided *pro rata* to the net premium contributed.

RUSSELL & Co.,
Secretaries.

tf 1089 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.

RUSSELL & Co.

tf 1022 Hongkong, 1st April, 1866.

NOTICE.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agent for the above Insurance Company, is prepared to grant Policies covering Marine risks at Current Rates, Policies can be made payable at all the principal ports throughout the world.

EDW. NORTON,
Agent.

tf 240 Hongkong, 3rd February, 1870.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days	⅛ of the annual rate.	
Not exceeding 1 month	¼	do. do.
Above 1 month and not exceeding 3 months	½	do. do.
Above 3 months and not exceeding 6 months	¾	do. do.

EDWARD NORTON,
Agent the Queen Insurance Company.

tf 242 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, is prepared to grant Policies on the usual terms, viz:—

Policies on Buildings and Goods stored therein.

EDWARD NORTON.

tf 241 Hongkong, 22nd January, 1870.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month	1 month	of the annual rate
Above 1 month, and not exceeding	3 "	do. do.
Above 3 months and not exceeding	6 "	do. do.

HOFFMANN.—A Japanese Grammar. By J. J. Hoffmann, M.D., Professor of the Imperial Department of Science, &c., &c. Published by command of His Majesty's Minister for Colonial affairs. Royal Asiatic Society, 8vo. pp. 184, sewed. Leiden, 1868.

HUDSON.—An Important considerations relative to English Translations, in reply to the proposal for a new version of the sacred scriptures into the Chinese language. 8vo. Shanghai, 1859.

HYACINTHE'S Russo-Chinese Grammar printed at St. Petersburg. 4to. £1 11s. 6d.

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CHINESE Miscellany, consisting of original extracts from Chinese authors, in the native character; with Translations and Philological notes. By Rob. Mc Gill. 4to., pp. 62, bound, calf. London, 1832. 15s.

CHINESE REPOSITORY.—Vol. XIII., No. 9, 11, 12; XIII. 8, 11; XV. 1, 5, 6; XVI. 1, 4, 6, 7; XVII. 1, 2, 5, 9, 11.

CHALMERS.—The Origin of the Chinese; an Attempt to Trace the connection of the Chinese with Western Nations in their Religion, Superstitions, Arts, Language and Traditions. By John Chalmers, A.M., 8vo. pp. 87. Bath, Vacation, 1868. 2s. 6d.

CHALMERS.—The Speculations of Metaphysics, Polity, and Morality of Old Philosopher, Lun-Yu. Translated from the Chinese, with an Introduction by John Chalmers, M.A. Fcp. 8vo., cloth, pp. XX. and 62. London, 1868. 4s. 6d.

DARBY.—Guide des arundes Affaires en Chine, ou Dictionnaire sur les relations des Français, Anglais, Chinois. Cr. 8vo. Paris, 1859. 8s.

DU PONCEAU.—A Dissertation on the Nature and Character of the Chinese system of writing, 8vo., pp. xxxii, and 372, boards. Philadelphia, 1838. (2 copies).

EDKINS.—A Grammar of the Chinese colloquial language, commonly called the Mandarin dialect. By Joseph Edkins, B.A., London, Foreign Associate of the Institute of France, Member of the Peking Branch of the Russian Imperial Missionary Society, Peking, second edition. Royal 8vo., pp. viii, and 320, sewed. Shanghai, 1868. £1 10s. 6d.

EDKINS.—Colloquial Lessons in the Chinese spoken Language; with lists of common words and phrases, and appendix containing the Arts of Dates in the Peking Dialect. By Joseph Edkins, London Missionary Society, Peking. Second edition. 8vo., pp. vi, and 104, sewed. Shanghai, 1864. 14s.

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HUDSON.—An Important considerations relative to English Translations, in reply to the proposal for a new version of the sacred scriptures into the Chinese language. 8vo. Shanghai, 1859.

HYACINTHE'S Russo-Chinese Grammar printed at St. Petersburg. 4to. £1 11s. 6d.

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JAPANESE DICTIONARY.—A pocket dictionary of the English and Japanese languages. Second and revised edition. Published by Hoffmann Kamenaoka (the first edition being published by Hori Tatsunosuke). Oblong 32mo., pp. ii. and 998, cloth. Yedo